

Acornfield Phase 2
Knowsley Industrial Park, Kirkby
Transport Statement
231005/SK22349/TS01(-01)

Contents

	Page
1 Introduction	1
2 Existing Situation	1
3 Proposed Development	3
4 Accessibility Impact	4
5 Traffic Impact	7
6 Conclusions	8

Appendices

A	Proposed Layout
B	Access Layouts & Swept Paths
C	Interim Travel Plan
D	Minimum Accessibility Standard Assessment
E	TRICS Output
F	Parking Accumulation

Project	Document	Rev	Description	Authorised by	Signed	Date
SK22349	TS01	00	Draft	L Speers	LGS	04/10/2023
SK22349	TS01	01	Submission	L Speers	LGS	05/10/2023

1 Introduction

Background

- 1.1 SK has been instructed to prepare a Transport Statement (TS) for Acornfield Phase 2 in Knowsley Industrial Park, Kirkby.
- 1.2 The proposed layout is attached as Appendix A. The planning application seeks planning consent for four B8 warehouses with trade counters. The total floor area of the development is 2,728sqm.
- 1.3 The Local Highway Authority for the area is Knowsley Council (KC).
- 1.4 The TS assesses the traffic, transport, parking, and accessibility impact of the proposal and has been prepared in line with the following policy and assessment guidance:
 - Chartered Institution of Highways & Transportation (2019), Better planning, better transport, better places
 - Department for Levelling Up, Housing & Communities (2021), Planning Practice Guidance
 - Department for Levelling Up, Housing & Communities (2023), National Planning Policy Framework
 - Department for Transport (2007), Guidance on Transport Assessment
 - Knowsley Council (2010), Supplementary Planning Document – Ensuring a Choice in Travel

2 Existing Situation

Site Location

- 2.1 Figure 2.1 shows that the site is located in an established industrial area in Knowsley Industrial Park.
- 2.2 The site comprises two areas, one fronting Acornfield Road and the other fronting Kirkby Bank Road. The former site area currently has no active use, and the latter site area is in use as external storage for timber pallets.

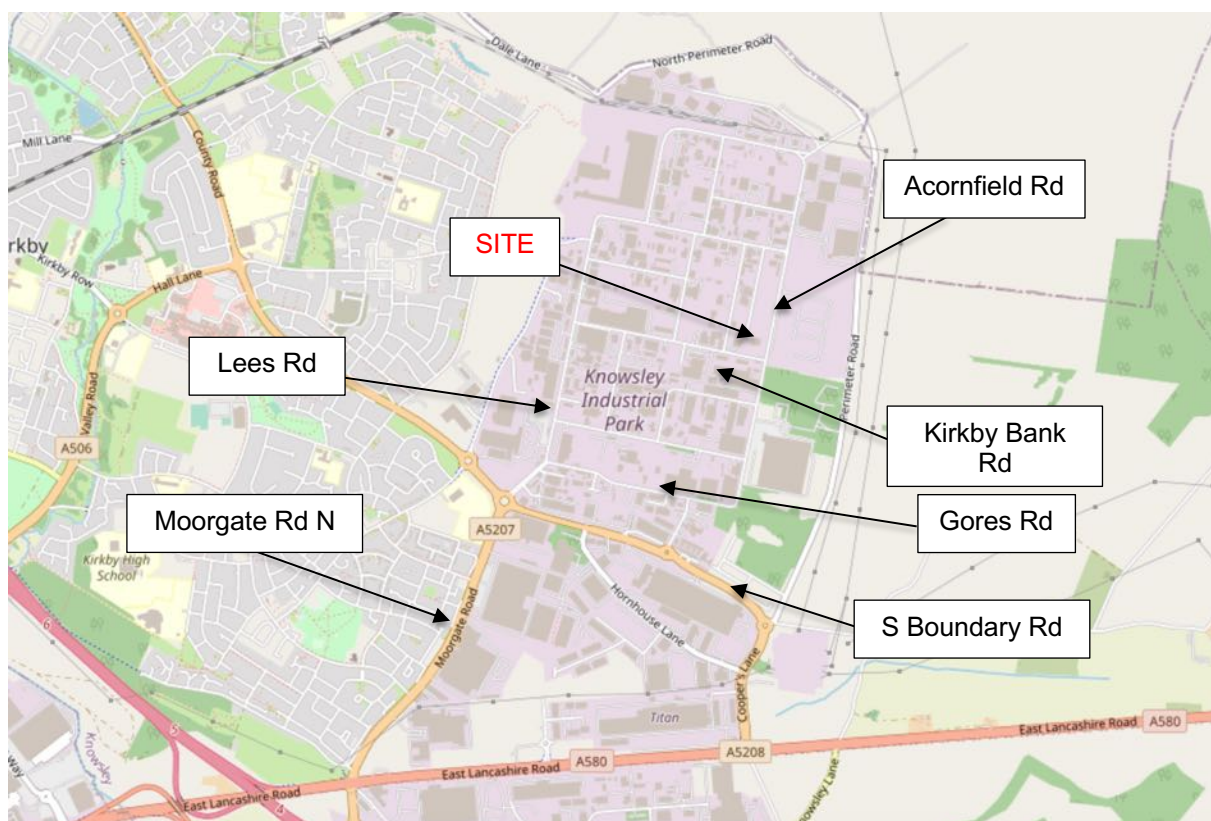


Figure 2.1: Site Location
[source: ISO4]

Local Highway Network

- 2.3 Vehicle access to the site is provided from the Acornfield Road and Kirkby Bank Road frontages. Both access points take the form of simple priority arrangements.
- 2.4 Kirkby Bank Road is a two-way route passing the southern boundary of the site. Footways are provided on both sides of the road.
- 2.5 Acornfield Road is a two-lane one-way road that routes past the eastern boundary of the site. Footways are provided on both carriageway edge with street lighting. Parking is restricted on the eastern carriageway edge by double yellow lines.
- 2.6 Access to Knowsley Industrial Park is provided from the A5208 South Boundary Road and the A5207 Moorgate Road North. Access to the wider industrial estate is provided from the South Boundary Road/Moorgate Road North and the South Boundary Road/Gale Road roundabouts. The industrial estate roads are subject to a 30mph speed limit.
- 2.7 Travelling southwest of the Industrial Park, from South Boundary Road to Moorgate Road North, access can be gained to the A580 East Lancashire Road and Junction 6 of the M57. Travelling southeast of the Industrial Park access can also be gained to the A580.
- 2.8 South Boundary Road and Moorgate Road North are both 40mph roads. The roads are two-lane dual carriageways with footways along either carriageway edge.
- 2.9 Kirkby Bank Road on the southern boundary of the site is a two-way route and access can be gained from this part of the site from Lees Road. Due to Lees Road being one-way northbound from its junction with Gores Road, vehicles egressing the site are required to turn left out of the site and use Acornfield Road and then continue out of the Industrial Park using South Boundary Road/Gales Road or South Boundary Road/Moorgate Road North.
- 2.10 Vehicles accessing the Acornfield Road access to the site are required to travel along Lees Road and Ashcroft Road. Egress from the site is provided from Acornfield Road to either South Boundary Road/Gales Road or South Boundary Road/Moorgate Road North.

Road Safety Patterns

- 2.11 The DfT database¹ has been reviewed to establish local safety patterns on the roads immediately adjacent to the site. Figure 2.2 shows the locations of collisions that have occurred during the most recent five-year period available.
- 2.12 Figure 2.2 shows that there have been no collisions on Acornfield Road in the vicinity of the site during the five-year period assessed. There has been a single collision on Kirkby Bank Road. The collision occurred to the west of the site and was classified as slight. The collision involved a cyclist.

¹ <https://www.crashmap.co.uk/Search>

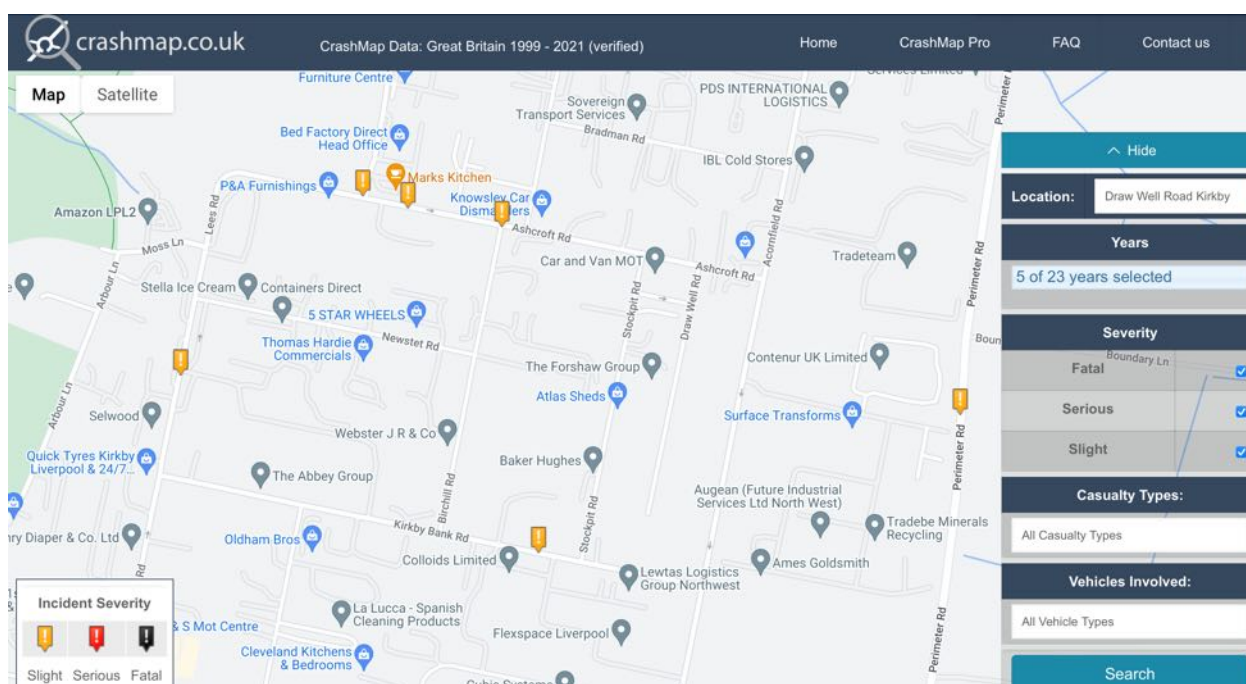


Figure 2.2: Collision Patterns
[source: Crashmap]

3 Proposed Development

- 3.1 The proposed layout is attached as Appendix A.
- 3.2 The proposed development will construct four B8 units (with trade counters).

	Floor Area (sqm)
Unit D1	544
Unit D2	704
Unit D3	708
Unit E	772
Total	2728

Table 3.1: Development Schedule

- 3.3 Access is proposed via the formation of individual private access points to serve each of the units, with three access points located along Kirkby Bank Road, the westernmost being in the position of the existing access, and a relocation of the access point on Acornfield Road. Each of the access points will be a simple gated arrangement with 3m kerb radii and with dropped kerb crossing points and tactile paving provided. Visibility splays of 2.4m x 43m are shown at each of the accesses. The proposed access arrangement is shown in Appendix B.
- 3.4 Pedestrian access to each of the units is proposed via a segregated pedestrian gate and internal pathway to the building entrance.
- 3.5 Swept path analysis for a large rigid HGV has been undertaken for each of the units. The vehicle used is a 12m rigid HGV and can be expected to be the largest size of vehicle likely to require access for the scale of units proposed. The swept path analysis is presented in Appendix B.

3.6 KC's SPD² sets out maximum parking standards. These are replicated in Table 3.2.

Land Use	Total Car Spaces (maximum)	Accessible Spaces (minimum)	Motorcycle Spaces (minimum)	Cycle Spaces (minimum)
B8 – Storage/Distribution	1 space per 100sqm	5%	1 space per 2000sqm	1 space per 850sqm

Table 3.2: KC Maximum Parking Standards

3.7 Table 3.3 shows the parking proposed to serve the development. The appropriateness of providing this reduction from maximum standards is explored in Section 5.

Unit	Total Car Spaces	Accessible Spaces	Motorcycle Spaces	Cycle Spaces
D1	5	1	2	5
D2	5	1	2	5
D3	5	1	2	5
E	6	1	2	5
Total	21	5	10	20

Table 3.3: Parking Provision

3.8 The cycle parking is located in covered stores in the car park. Each unit will provide shower and changing facilities for staff.

3.9 At least one of the parking spaces in each car park will be to EV standard, in line with the Institute of Air Quality Management guidance³ of 1 space per 1,000sqm.

3.10 An Interim Travel Plan has been prepared for the proposal to encourage, where practical, non-car access by staff. The measures outlined in the Interim Travel Plan are commensurate with the scale of impact of the proposal. The Plan is attached as Appendix C.

4 Accessibility Assessment

Active Travel Routes

4.1 Footways are provided along either carriageway edge of Acornfield Road and Kirkby Bank Road which provide access to the rest of the surrounding Industrial Park and bus stops. Street lighting is present. The external footway provision on the main roads surrounding the Industrial Park is also good and provides connections to bus stops and surrounding residential areas.

4.2 A zebra crossing is provided on Lees Road. Crossing facilities are provided on all approaches of the South Boundary Road/Moorgate Road North roundabout and on the Gale Road approach of the South Boundary Road/Gale Road roundabout. A signalised crossing is provided on South Boundary Road between Gale Road and Moorgate Road North.

4.3 Figure 4.1 shows the cycle routes serving the site.

² Knowsley Council (2010), Supplementary Planning Document – Ensuring a Choice of Travel

³ Institute of Air Quality Management (2017), Land-Use Planning & Development Control: Planning for Air Quality

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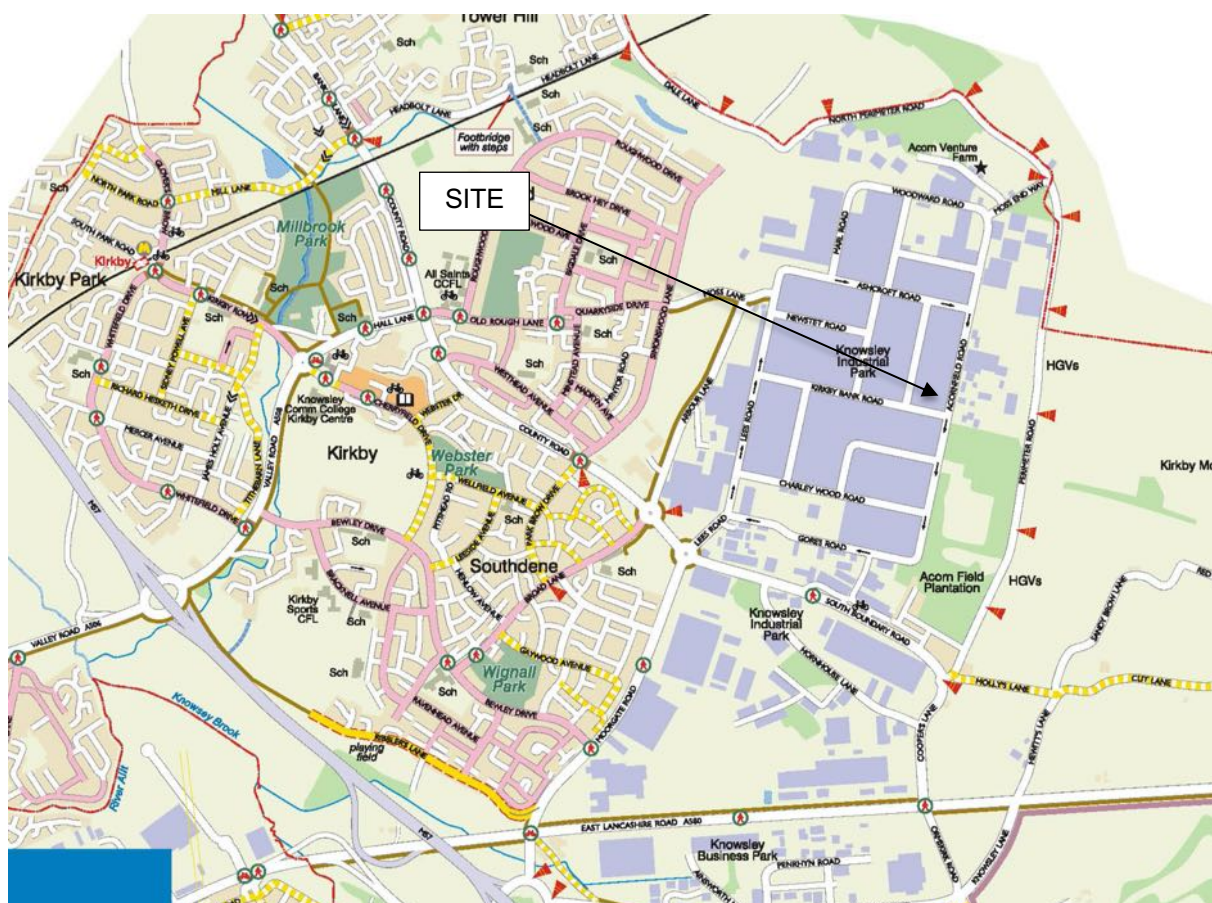


Figure 4.1: Local Cycle Network
[source: Mersey Rail]

- 4.4 Figure 4.1 shows that there are traffic free routes on Moss Lane, Arbour Lane, the County Road/Arbour Lane roundabout, and the South Boundary Road/Moorgate Road North roundabout. These provide connections to traffic calmed streets to the west, south and southwest of the Industrial Park. The Moss Lane route can be used to access continuous connection to Kirkby town centre and station. Access can also be gained to the southeast of the site to an advisory route on Holly's Lane. Access can also be gained to the traffic free route on the A580.
- 4.5 The existing pedestrian and cyclist infrastructure surrounding the site provides opportunities for staff to access by these modes.

Public Transport Routes

- 4.6 The nearest bus stops to the site are located outside the site on Acornfield Road. The bus stops are a maximum of 140m from the site. Figure 4.2 shows the bus routes serving the site.

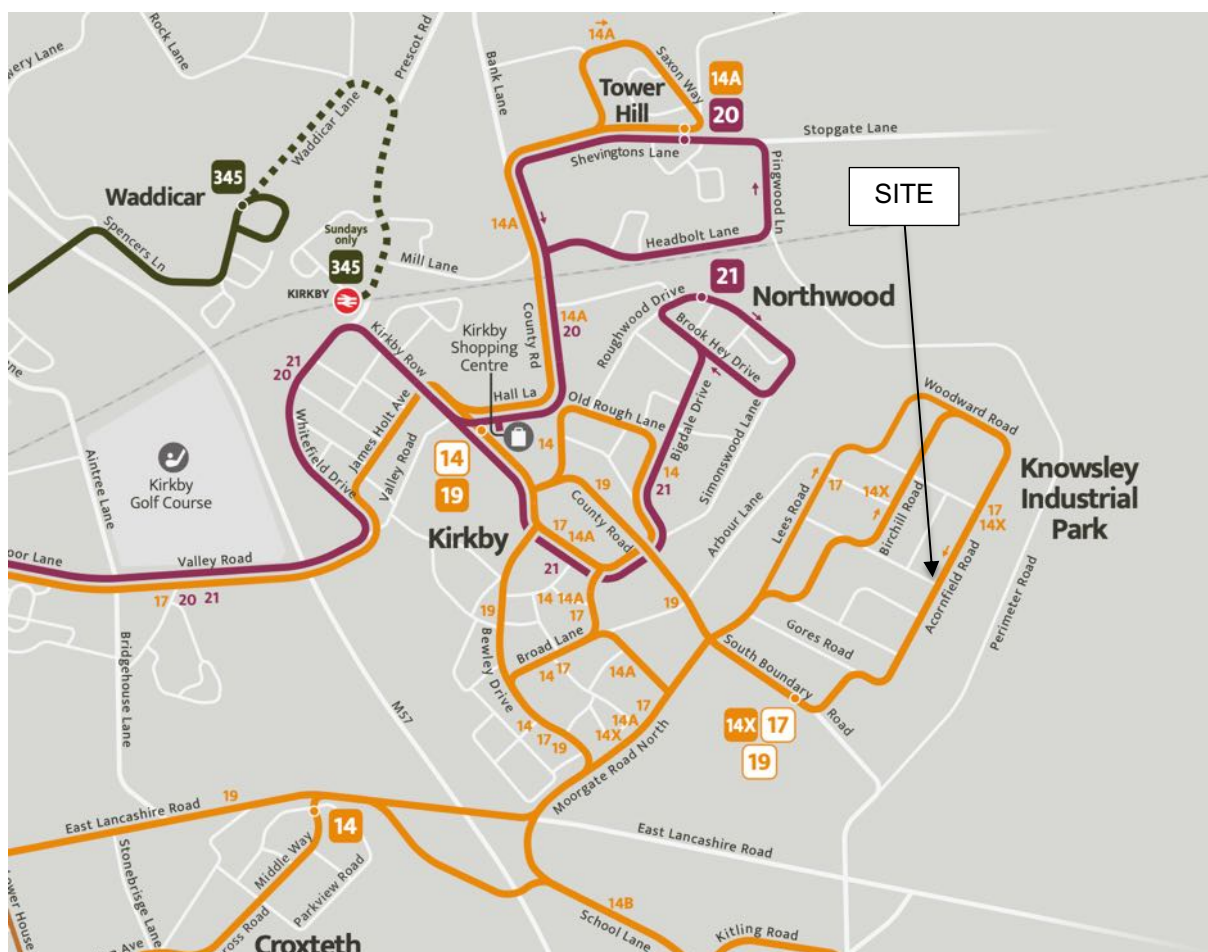


Figure 4.2: Local Bus Services
[source: Mersey Travel]

- 4.7 Table 4.1 shows the bus routes serving the site and the frequency of services during key periods of the site activity.

No.	Route	Monday to Friday (buses per hour)		
		Peak Time	During the Day	Evening
14X	Queens Bus Station – Kirkby Industrial Estate	4 early morning	-	-
17A / 17X	Liverpool – Kirkby	1	1	1
19	Liverpool – Kirkby	5	5	2

Table 4.1: Local Bus Services (within 200m)
[source: Mersey Travel]

- 4.8 Table 4.1 shows that the site is served by, on average, six buses per hour in the peak hours and during the day.
- 4.9 Figure 4.2 shows that the nearest train station to the site is Kirkby, which is located a 4km to the west of the site. This station sits on Mersey Rail's Kirkby Branch Line and Northern Line and is served by trains to Liverpool and Manchester.
- 4.10 Access can be gained to Kirkby station using bus service 19 and also by cycle in 15 minutes.
- 4.11 The assessment shows that a number of opportunities exist for staff to access the site existing public transport services.

Minimum Accessibility Standard Assessment

- 4.12 In line with KC's SPD a Minimum Accessibility Standard Assessment has been undertaken for the Proposed Development. This is attached as Appendix D.
- 4.13 The Assessment shows that the proposal meets all of the MASA requirements relating to walking, cycling, public transport and parking.

Local Amenities & Services

- 4.14 Figure 4.3 shows the local amenities and services within the Industrial Park that can be used by staff during the course of the working day.



Figure 4.3: Local Amenities
[source: ISO4]

Transport Strategy

- 4.15 The assessment shows that the site benefits from a level of accessibility that is commensurate with its requirements and impact. The existing infrastructure can form a basis for sustainable trip making from day one of occupation of the site. To complement this further the following transport strategy is included:
- Travel Plan
 - 20 covered cycle parking spaces
 - Showering/changing and locker facilities for staff
 - Promotion of car sharing
 - Travel noticeboard

- Staff travel packs

5 Impact Assessment

Trip Generation

- 5.1 The development will construct four B8 warehouse units (with trade counters). TRICS land use 'Employment/F – Warehousing (Commercial)' has been used in the assessment. TRICS guidance⁴ on sub-categories states that this covers all commercial warehousing in the B8 use class.
- 5.2 The locational parameters have been set to use sites in Edge of Town locations. One survey has been removed as it was undertaken during the Covid period.
- 5.3 The TRICS output is attached as Appendix E with a summary of the peak hour trip rates and development traffic flows provided below.

	All Vehicle Trip Rate (per 100sqm GFA)			OGV Vehicle Trip Rate (per 100sqm GFA)		
	IN	OUT	TOTAL	IN	OUT	TOTAL
AM Peak Hour	0.359	0.166	0.525	0.073	0.093	0.166
PM Peak Hour	0.166	0.359	0.525	0.06	0.033	0.093

Table 5.1: Trip Rates

	All Vehicle Traffic			OGV Traffic		
	IN	OUT	TOTAL	IN	OUT	TOTAL
AM Peak Hour	10	5	14	2	3	5
PM Peak Hour	5	10	14	2	1	3

Table 5.2: Total Vehicle Trips

Traffic Impact

- 5.4 Table 5.2 shows that the development will not be associated with a significant level of traffic in the critical AM and PM peak periods, with a maximum of 14 vehicles in the AM peak, of which five will be OGV.
- 5.5 No consideration in the assessment has been made of the historic (baseline) use of the site. Nevertheless, the level of traffic generated by the development is not significant and will not have an impact on highway operation.

Parking Assessment

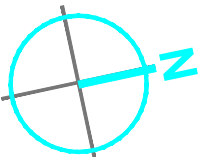
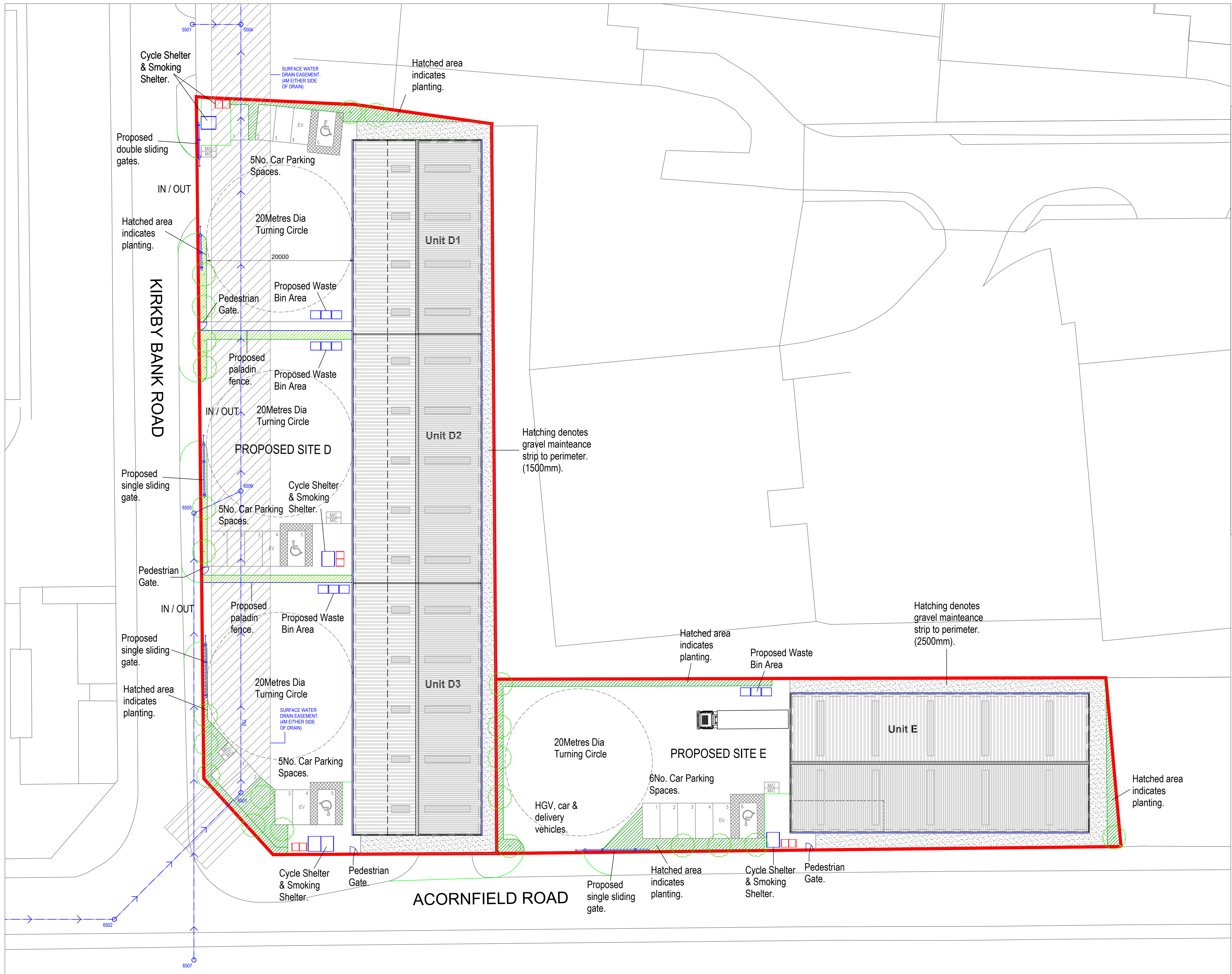
- 5.6 The development proposes a level of parking within the maximum adopted SPD standard for the land use proposed. A parking accumulation has been undertaken using development traffic forecast for each unit. The parking accumulation is attached as Appendix F.
- 5.7 The parking accumulation confirms that each unit is served by a sufficient number of parking spaces to meet forecast parking demand levels. In addition, opportunities exist to access the site by sustainable modes of travel and measures are included at the site and in the Travel Plan to support sustainable trip making.

⁴ TRICS (2022), TRICS Land Use Categories and Use Classes

6 Conclusions

- 6.1 SK has been appointed to prepare a TS in support of a planning application Acornfield Phase 2, which will deliver four B8 units (with trade counters).
- 6.2 The TS has been undertaken in line with standard appraisal methods and the assessment considers the baseline transport network context, accessibility of the site by active and sustainable modes, and the forecast development traffic flows and parking demand.
- 6.3 The assessment shows that the site is served by appropriate infrastructure that will be able to accommodate the traffic associated with the development and to offer opportunities for access by walking, cycling and public transport. Measures are included in the proposal to promote and support sustainable trip making, including a Travel Plan, cycle parking, showers and changing facilities and EV charging.
- 6.4 The TS confirms that there are no collision hotspots in the vicinity of the site. The forecast shows that the level of peak hour traffic flows is not significant and will not have an impact on highway operation. The proposed access arrangements are appropriate to the scale of unit and internal manoeuvring space is provided that will comfortably allow HGV up to 12m rigid size to enter and leave in a forward gear.
- 6.5 It is concluded that the development meets the requirements of local and national policy, and that the residual traffic, road safety and parking impact of the proposal will not be significant and will not cause an unacceptable impact when tested against NPPF.

Appendix A



SCHEDULE OF SITE AREAS (SITE D & E)			
	sq. m.	sq. ft.	
SITE D & E	5960.0	63,772.0	
TOTAL	5960.0	63,772.0	

SCHEDULE OF SITE AREAS (SITE D)			
	sq. m.	sq. ft.	
SITE D	3995.0	42,745.0	
TOTAL	3995.0	42,745.0	

SCHEDULE OF ACCOMMODATION UNITS D1 - D3					
	GFA		GFA		Maximum %
	sq. m.	sq. ft.	sq. m.	sq. ft.	
UNIT D1	434.0	4644.0	437.0	4680.0	
GROUND FLOOR	110.0	1177.0	123.5	1321.5	
TOTAL	544.0	5821.0	560.5	6011.5	27%
UNIT D2	592.0	6313.5	586.0	6270.0	
GROUND FLOOR	114.0	1220.0	126.5	1353.5	
TOTAL	676.0	7233.5	712.5	7623.5	24.5%
UNIT D3	565.0	6045.5	565.0	6045.5	
GROUND FLOOR	114.5	1225.0	126.0	1350.5	
TOTAL	679.5	7270.5	724.0	7746.5	21.5%
GRAND TOTAL	1899.5	20325.0	2017.0	21581.5	

SCHEDULE OF SITE AREAS (SITE E)			
	sq. m.	sq. ft.	
SITE E	1965.0	21,025.0	
TOTAL	1965.0	21,025.0	

SCHEDULE OF ACCOMMODATION UNIT E					
	GFA		GFA		Maximum %
	sq. m.	sq. ft.	sq. m.	sq. ft.	
UNIT E	324.0	3474.0	324.0	3474.0	
GROUND FLOOR	48	514	56	599	
TOTAL	772.0	8261.0	821.0	8794.5	7.5%

DO NOT SCALE OFF DRAWING - PLEASE CHECK ALL DIMENSIONS ON SITE.

This drawing is to be read in conjunction with all relevant specifications, documents and other issued job drawings. Discrepancies or omissions must be reported to the client. The contractor is to check and verify all building and site dimensions and to check levels before work commences.

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Revision	Issue Date	Revision Comments	By

Client Details:
Acornfield Properties Limited

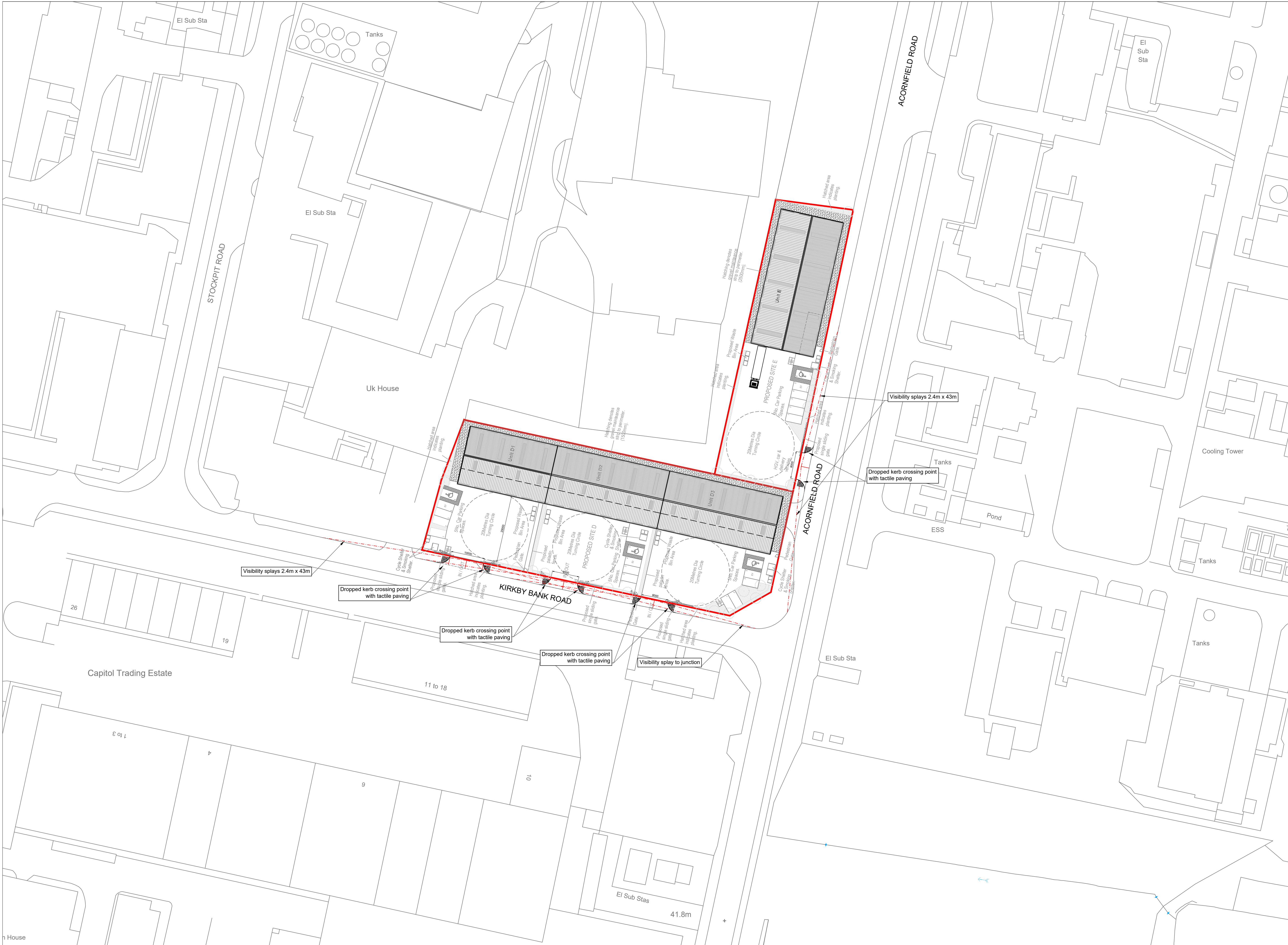
Project Title:
Acornfield Road Industrial Redevelopment

Drawing Title:
Phase 2 Proposed Site Plan.

Project Stage	Work Package	A1 Scale
	Feasibility	1:250

Project No.	Drawing No.	Revision	Drawn	Created	Authorised
PPC59	F010	VSL	Aug 2022	JP	

Appendix B



THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

NOTES

Layout subject to detailed design and confirmation of statutory undertakers' equipment.

Revision Details	By	Date	Suffix
Site layout updated	JAT	05.10.23	A

Drawing Number

SK22349-001

Drawing Title

Acornfield Road

Proposed Site Access Arrangement

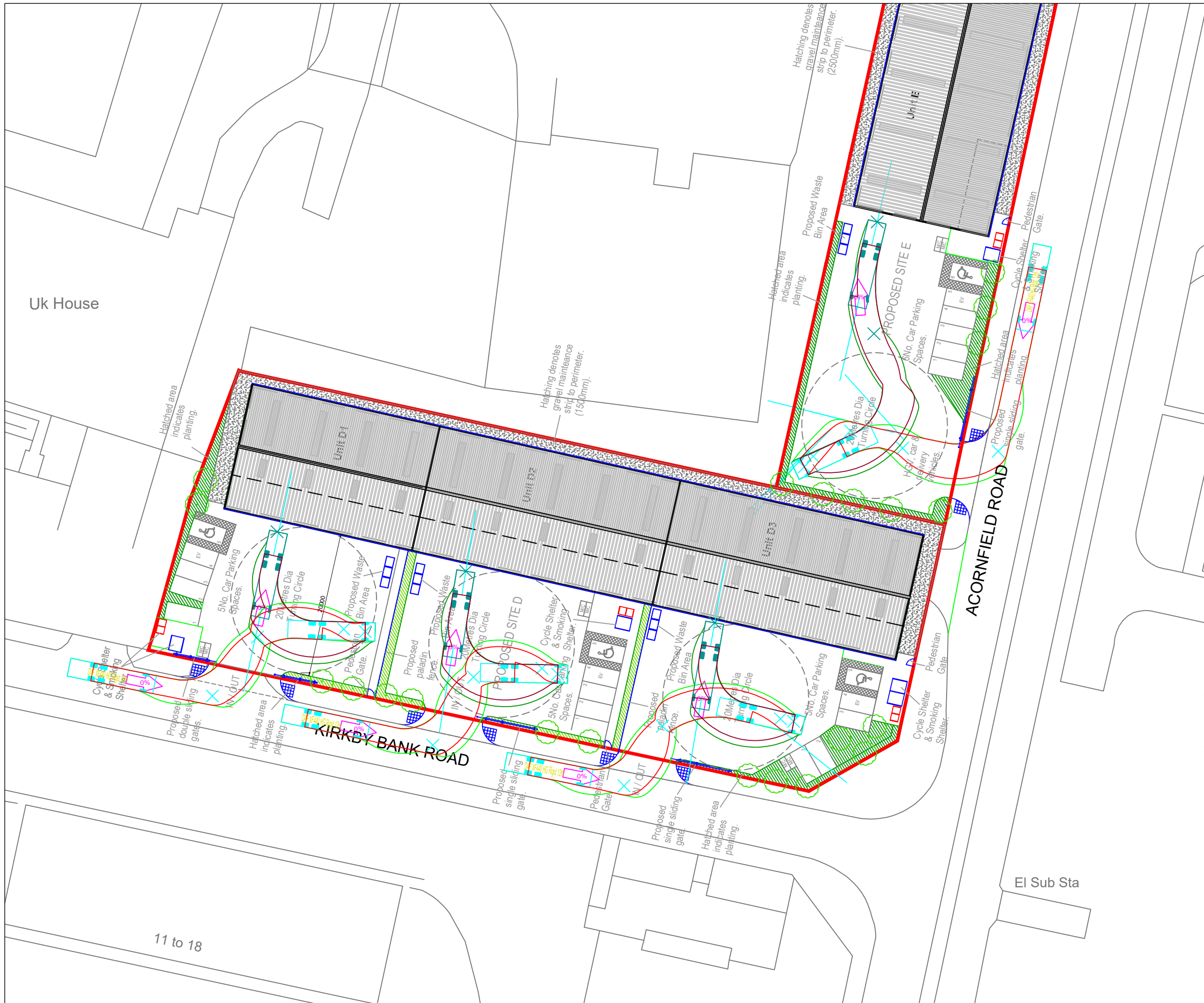
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1:500

Drawn	Approved
JAT	LGS
Check	Date
LGS	03.10.23

SK

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NOTES
Vehicle Profile

DAF XF440 HG Rigid 12m
Overall Length 11.970m
Overall Width 2.500m
Overall Body Height 3.845m
Min Body Ground Clearance 0.440m
Track Width 2.490m
Lock to Lock Time 3.00 sec
Kerb to Kerb Turning Radius 10.200m

Revision Details Site layout updated	By JAT	LGS Check	Date 05.10.23	Suffix A
Drawing Number SK22349-002				
Acornfield Road				
Drawing Title Swept Path Analysis 12m Rigid HGV				
Scale at A3 1:500				
Drawn JAT		Approved LGS		
Check LGS		Date 03.10.23		
SK Transport Planning Ltd Albion Wharf Manchester M1 5LN www.sktransport.co.uk 0161 234 6509				

Appendix C

Acornfield Phase 2
Knowsley Industrial Park, Kirkby
Interim Travel Plan
231005/SK22349/ITP01(-01)

Contents

	Page
1 Introduction	1
2 Travel Plan Process	1
3 Site Location	3
4 Accessibility Assessment	4
5 Management Measures	7
5 Strategy Measures	9
6 Monitoring Plan	12
7 Action Plan	13

Project	Document	Rev	Description	Authorised by	Signed	Date
SK22349	ITP01	00	Draft	L Speers	LGS	04/10/2023
SK22349	ITP01	01	Submission	L Speers	LGS	05/10/2023

1 Introduction

- 1.1 SK has been appointed to prepare an Interim Travel Plan to accompany a planning application for Acornfield Phase 2 in the Knowsley Industrial Park, Kirkby.
- 1.2 A Transport Statement (TS) has been prepared for the planning application and this should be referred to for full details of the development and impact assessment.
- 1.3 The proposed development will deliver four B8 units (with trade counters) with a total floor area of 2,728sqm. Measures are proposed as part of the development to support active and sustainable trips, these are detailed later in this report.

2 Travel Plan Process

Travel Plan Process

- 2.1 The Travel Plan has been prepared in line with the following documents and guidance:
 - Chartered Institution of Highways & Transportation (2019), Better planning, better transport, better places
 - Department for Levelling Up, Housing & Communities (2021), Planning Practice Guidance
 - Department for Levelling Up, Housing & Communities (2023), National Planning Policy Framework
 - Department for Transport (2009), Good Practice Guidelines: Delivering Travel Plans through the Planning Process
 - Knowsley Council (2010), Supplementary Planning Document – Ensuring a Choice in Travel
- 2.2 Paragraph 113 of NPPF states that all developments that generate a significant amount of movement should be accompanied by a Travel Plan. The glossary of NPPF¹ describes a Travel Plan as:

‘A long-term management strategy for an organization or site that seeks to deliver sustainable transport objectives and is regularly reviewed.’
- 2.3 A Travel Plan is a tool for managing access to a site that sets out a management strategy that seeks to promote sustainable travel choices and reduce single occupancy car use to achieve stated objectives. It should contain a package of measures designed to meet the objective to reduce single-occupancy car use generated from the site by supporting sustainable modes of transport, where practicable.
- 2.4 A Travel Plan should include a mixture of site infrastructure, strategy, marketing, and communication measures to assist the plan to meet defined objectives. Within a Travel Plan there is a need to set targets and indicators, the purpose of which is to monitor change and review policies overtime to allow it to meet the needs of the users of a site.
- 2.5 A Travel Plan should also outline the existing accessibility of the site, infrastructure measures included as part of the development, and management and policy measures for adoption at the site to promote use of sustainable modes.
- 2.6 This version of the Travel Plan has been prepared for the planning application to set out the principles that will be adopted in the full Travel Plan for the site. The requirement to prepare a full Travel Plan will be a condition of planning.

Travel Plan Pyramid

- 2.7 The Department of Transport² (DfT) states that:

¹ Department for Levelling Up, Housing & Communities (2023), National Planning Policy Framework

² Department for Transport (2009), Good Practice Guidelines: Delivering Travel Plans through the Planning Process

'... it can be helpful to view a travel plan for a new development as a pyramid of measures and actions, which is constructed from the ground up, with each new layer building on the last and all set within the context of the outcomes sought.'

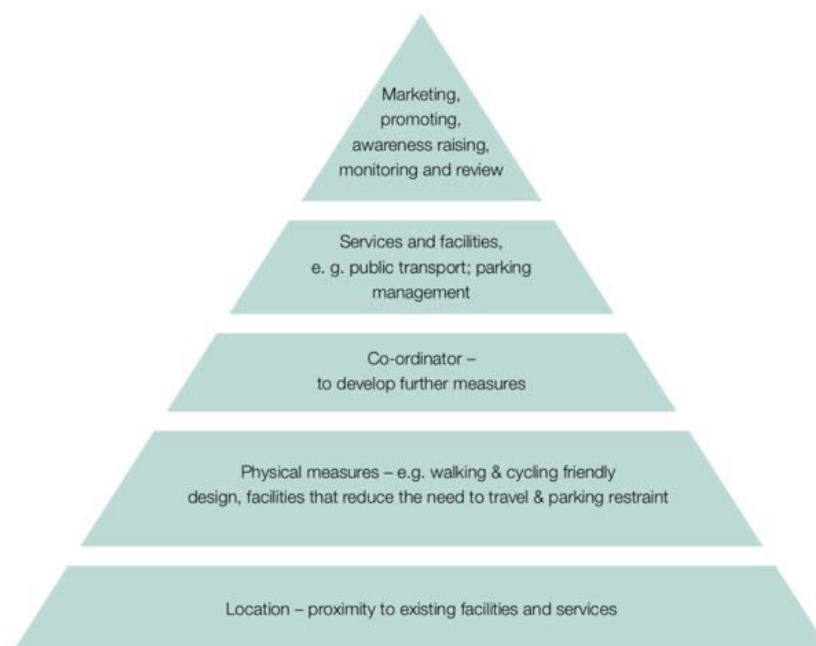


Figure 2.1: Travel Plan Pyramid
[source: DfT]

- 2.8 At the bottom of the pyramid is the location of the site and characteristics of access to the site by all modes of travel. The location of the development provides the foundation for the level of accessibility of a site. This is examined in Section 3 and 4 of the Plan.
- 2.9 At the next level the physical aspects of the proposed development are set out to allow acknowledgement of that some Travel Plan measures are built-in to the layout to influence travel, such as pedestrian access measures and car and cycle parking provision. These aspects are set out in Section 3.
- 2.10 The remaining levels outline the management, promotion and strategy measures that are to be adopted as part of the Travel Plan to reinforce the site location, infrastructure proposals and access opportunities. These are set out in Sections 5 and 6 of the Plan.
- 2.11 Section 7 sets out the monitoring plan which details how and when the travel plan will be reviewed. This includes how and when surveys will be undertaken, and the targets that will be set to meet the stated objectives.
- 2.12 Section 8 provides a summary of the actions identified in the Travel Plan along with timescales for implementation and funding / budget details.

Travel Plan Benefits

- 2.13 Travel Plans result in a variety of health, financial, environmental and site operation benefits, which are set out below.
- 2.14 Reduced levels of single occupancy car use can lead to an improvement in air quality both surrounding the site and across the wider area. In addition, increases in active travel have very real impact on health as moderate physical activity can help prevent obesity, mental health issues, cancer, high blood pressure and cardiovascular disease.
- 2.15 The financial benefits of Travel Plans include personal cost savings from using more cost-effective modes of travel and indirect and wider cost savings relating to reduced illness and reduced accident rates.
- 2.16 The environmental benefits of Travel Plans include reduced carbon emissions and air quality issues.

- 2.17 Travel Plans also bring societal benefits including a happier and healthier community, and more social interaction.

Objectives

- 2.18 The objectives of the Travel Plan are to:

- Objective 1:** To increase trips by active / sustainable modes of travel.
Objective 2: To reduce the number of single occupancy private car trips.

3 Site Location

Location

- 3.1 Figure 3.1 shows that the site is located in an established industrial area in Knowsley Industrial Park.
- 3.2 The site comprises two areas, one fronting Acornfield Road and the other fronting Kirkby Bank Road. The former site area currently has no active use, and the latter site area is in use as external storage.

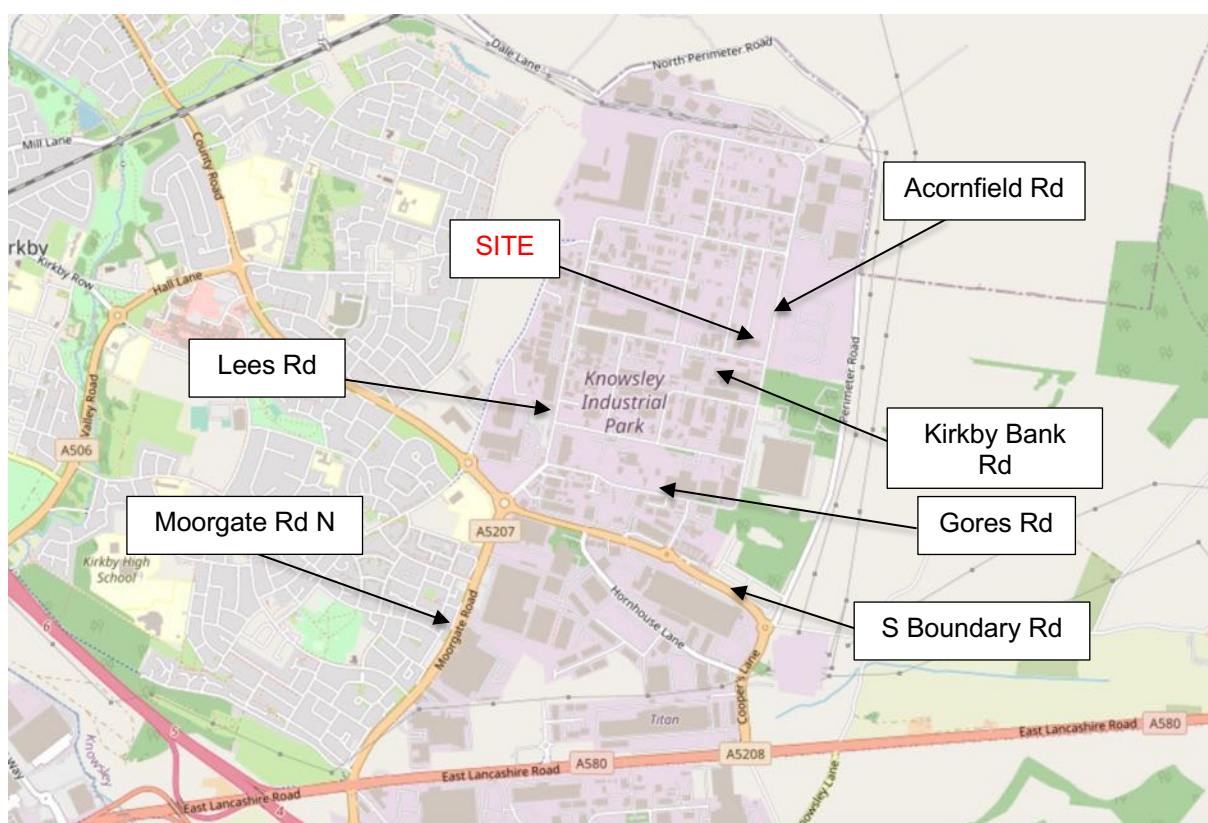


Figure 3.1: Site Location
[source: ISO4]

Local Transport Network

- 3.3 Vehicle access to the site is provided from the Acornfield Road and Kirkby Bank Road frontages. Both access points take the form of simple priority arrangements.
- 3.4 Kirkby Bank Road is a two-way route passing the southern boundary of the site. Footways are provided on both sides of the road.
- 3.5 Acornfield Road is a two-lane one-way road that routes past the eastern boundary of the site. Footways are provided on both carriageway edge with street lighting. Parking is restricted on the eastern carriageway edge by double yellow lines. Acornfield Road is a bus route.

- 3.6 Access to Knowsley Industrial Park is provided from the A5208 South Boundary Road and the A5207 Moorgate Road North. Access to the wider industrial estate is provided from the South Boundary Road/Moorgate Road North and the South Boundary Road/Gale Road roundabouts. The industrial estate roads are subject to a 30mph speed limit.
- 3.7 Travelling southwest of the Industrial Park, from South Boundary Road to Moorgate Road North, access can be gained to the A580 East Lancashire Road and Junction 6 of the M57. Travelling southeast of the Industrial Park access can also be gained to the A580.
- 3.8 South Boundary Road and Moorgate Road North are both 40mph roads. The roads are two-lane dual carriageways with footways along either carriageway edge.
- 3.9 Kirkby Bank Road on the southern boundary of the site is a two-way route and access can be gained from this part of the site from Lees Road. Due to Lees Road being one-way northbound from its junction with Gores Road, vehicles egressing the site are required to turn left out of the site and use Acornfield Road and then continue out of the Industrial Park using South Boundary Road/Gales Road or South Boundary Road/Moorgate Road North.
- 3.10 Vehicles accessing the Acornfield Road access to the site are required to travel along Lees Road and Ashcroft Road. Egress from the site is provided from Acornfield Road to either South Boundary Road/Gales Road or South Boundary Road/Moorgate Road North.
- 3.11 Information on road safety patterns on routes near to the site is set out in Section 2 of the TS.

4 Accessibility Assessment

Active Travel Routes

- 4.1 Footways are provided along either carriageway edge of Acornfield Road and Kirkby Bank Road which provide access to the rest of the surrounding Industrial Park and bus stops. Street lighting is present. The external footway provision on the main roads surrounding the Industrial Park is also good and provides connections to bus stops and surrounding residential areas.
- 4.2 A zebra crossing is provided on Lees Road. Crossing facilities are provided on all approaches of the South Boundary Road/Moorgate Road North roundabout and on the Gale Road approach of the South Boundary Road/Gale Road roundabout. A signalised crossing is provided on South Boundary Road between Gale Road and Moorgate Road North.
- 4.3 Figure 4.1 shows the cycle routes serving the site.

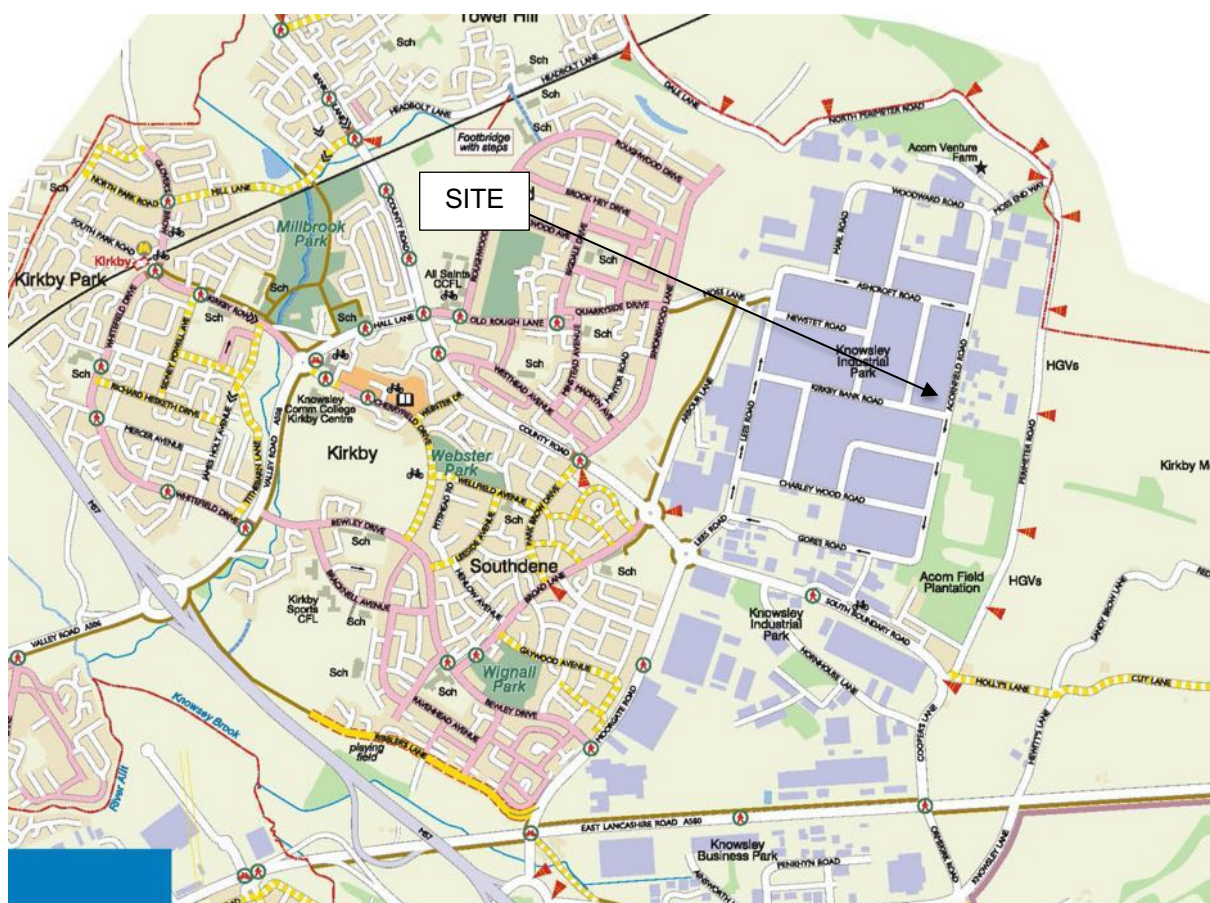


Figure 4.1: Local Cycle Network
[source: Mersey Rail]

- 4.4 Figure 4.1 shows that there are traffic free routes on Moss Lane, Arbour Lane, the County Road/Arbour Lane roundabout, and the South Boundary Road/Moorgate Road North roundabout. These provide connections to traffic calmed streets to the west, south and southwest of the Industrial Park. The Moss Lane route can be used to access continuous connection to Kirkby town centre and station. Access can also be gained to the southeast of the site to an advisory route on Holly's Lane. Access can also be gained to the traffic free route on the A580.
- 4.5 The existing pedestrian and cyclist infrastructure surrounding the site provides opportunities for staff to access by these modes.

Public Transport Routes

- 4.6 The nearest bus stops to the site are located outside the site on Acornfield Road. The bus stops are a maximum of 140m from the site. Figure 4.2 shows the bus routes serving the site.

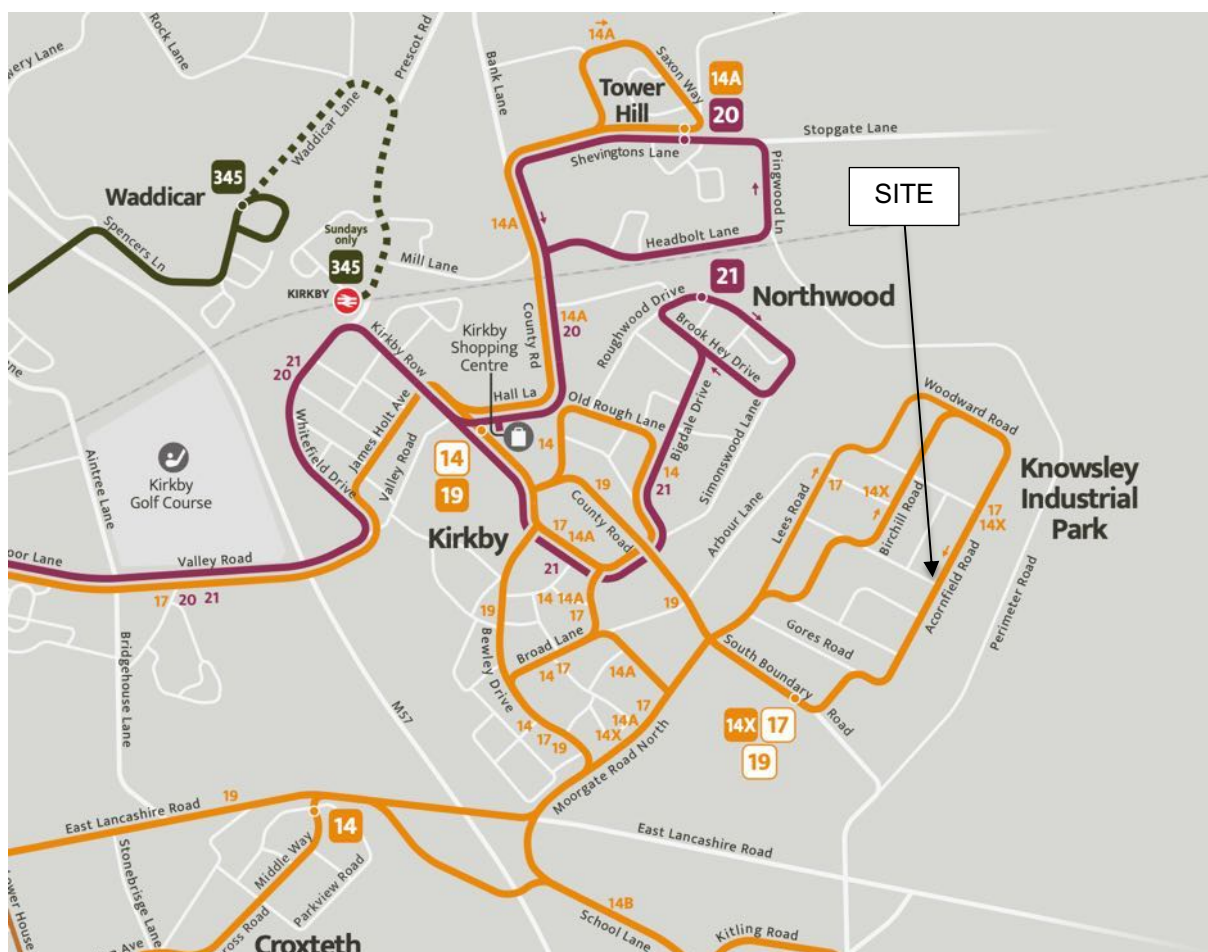


Figure 4.2: Local Bus Services
[source: Mersey Travel]

- 4.7 Table 4.1 shows the bus routes serving the site and the frequency of services during key periods of the site activity.

No.	Route	Monday to Friday (buses per hour)		
		Peak Time	During the Day	Evening
14X	Queens Bus Station – Kirkby Industrial Estate	4 early morning	-	-
17A / 17X	Liverpool – Kirkby	1	1	1
19	Liverpool – Kirkby	5	5	2

Table 4.1: Local Bus Services (within 200m)
[source: Mersey Travel]

- 4.8 Table 4.1 shows that the site is served by, on average, six buses per hour in the peak hours and during the day.
- 4.9 Figure 4.2 shows that the nearest train station to the site is Kirkby, which is located a 4km to the west of the site. This station sits on Mersey Rail's Kirkby Branch Line and Northern Line and is served by trains to Liverpool and Manchester.
- 4.10 Access can be gained to Kirkby station using bus service 19 and also by cycle in 15 minutes.
- 4.11 The assessment shows that a number of opportunities exist for staff to access the site existing public transport services.

Minimum Accessibility Standard Assessment

- 4.12 In line with KC's SPD a Minimum Accessibility Standard Assessment has been undertaken for the Proposed Development. This is attached as Appendix D of the TS.
- 4.13 The Assessment shows that the proposal meets all of the MASA requirements relating to walking, cycling, public transport and parking.

Local Amenities & Services

- 4.14 Figure 4.3 shows the local amenities and services within the Industrial Park that can be used by staff during the course of the working day.



Figure 4.3: Local Amenities
[source: ISO4]

5 Management Measures

Management & Ownership

- 5.1 The applicant has been involved in the production of the Travel Plan and is supportive of the measures included within the document.
- 5.2 Individual site operators will be provided with a copy of the Travel Plan and will be required to engage with the process via the appointed Travel Plan Co-ordinator.

Travel Plan Co-ordinator

- 5.3 DfT guidance states that at all times a named individual needs to be responsible for leading the delivery of the Travel Plan³. A Travel Plan Co-ordinator for the entire site will be identified prior to first occupation of the development. The Travel Plan Co-ordinators contact details will be provided to KC in the Travel Plan update prepared to discharge the relevant planning condition.
- 5.4 The primary leadership for implementing the Travel Plan will be the Travel Plan Co-ordinator. The Travel Plan Co-ordinator will work in partnership with the College management team and other stakeholders and will be responsible for the day-to-day running of the Travel Plan and will also develop, implement, and monitor the Travel Plan's effectiveness. The Co-ordinator will form the main point of contact for site users, the Council, and the surrounding community. The Co-ordinator will also be responsible for raising awareness and marketing the Travel Plan and monitoring its effectiveness.
- 5.5 In summary, the Travel Plan Co-ordinator's main responsibilities will include:
 - Looking after the day-to-day operation of the Travel Plan
 - Providing a point of contact for site users and the Council
 - Engaging with site users on travel related matters
 - Implementing the Travel Plan measures
 - Managing and co-ordinating the Travel Plan
 - Updating Travel Plan materials
 - Monitoring the performance of the Travel Plan and reporting to the Council
- 5.6 Should the Travel Plan Co-ordinator change, responsibility for the Travel Plan will be handed over to the successor. Contact details for the successor will be provided to the Council in a timely manner (within three months) to allow the Travel Plan to continue uninterrupted at the site.

Funding & Handover Arrangements

- 5.7 Funding for the initial implementation of the Travel Plan will be provided by the applicant. Once the Travel Plan is fully functioning the responsibility will pass to individual operators who will be required to appoint their own Travel Plan Co-ordinators and fund their site Travel Plan.
- 5.8 Should the interest in the site be sold, the responsibility for the Travel Plan implementation will transfer to the successor in title. If this should be the case, then full contact details of the new site operator and the new Travel Plan Co-ordinator will be provided to KC in a timely manner to allow the Travel Plan to continue uninterrupted at the site.

Communications Strategy

- 5.9 The measures set out in Section 6 will be continually and clearly communicated to site users to maximise effectiveness and encourage greater levels of take-up. The Communications Strategy is a vital component of the Travel Plan as it will be used to ensure that staff are aware of the travel options and initiatives available to them and will be the means of communicating the progress of the Plan. The Travel Plan Co-ordinator will be responsible for marketing and promoting the Travel Plan and providing and disseminating information to site users.
- 5.10 Table 5.1 shows the measures that will be used in the communications strategy.

³ Department for Transport (2009), Good Practice Guidelines: Delivering Travel Plans through the Planning Process
231005/SK22349/ITP01(-01)

Initiative	Description
Noticeboards	A travel noticeboard will be developed in a prominent location in each unit.
Travel Packs	Induction packs will be provided to new staff.
Journey Planning Software	Staff will be provided with appropriate journey planning software.
Personalised Journey Planning	Personalised journey planning meetings will be offered to staff.

Table 5.1: Communications Initiatives

Noticeboards

- 5.11 A travel noticeboard will be provided in a suitable location at the campus. The noticeboard will provide the same information as the website. The noticeboard will also be used to promote the Travel Plan and provide details of any changes to service provision. The noticeboard will also be used to alert staff to any Travel Plan achievements following each monitoring period.

Travel Packs

- 5.12 The College will provide electronic induction packs to all new staff as part of the induction process. The induction packs will provide information on the ethos of the Travel Plan, its objectives and targets. The travel packs will include similar information as set out above for the website.
- 5.13 The induction packs will be kept up to date so that they can be distributed as required.

Journey Planning Software

- 5.14 Staff will be encouraged to familiarise themselves with the following journey planning resources:
- [Mersey Travel journey planning software](https://www.merseytravel.gov.uk)⁴
 - [Public transport maps](https://www.merseytravel.gov.uk/customer-information/routes-and-maps/)⁵
 - [Active Travel route advice](https://www.merseytravel.gov.uk/active-travel/)⁶
 - Links to [Google Play](https://play.google.com/store/apps/details?id=com.sudljmu.smart_green_journey&pli=1)⁷ and [Apple Store](https://apps.apple.com/us/app/smart-green-journey/id1550760715)⁸ Smart Green Journey app

Personalised Journey Planning

- 5.15 The Travel Plan Co-ordinator will offer personalised journey planning meetings with staff where they can help them work out the most sustainable way to travel to work. During the meeting advice will be given on routes available, any site initiatives, and details of car sharing mechanisms.

6 Strategy Measures

Active Travel Measures

- 6.1 Table 6.1 shows the measures that will be used to encourage staff to travel more actively.

⁴ <https://www.merseytravel.gov.uk>

⁵ <https://www.merseytravel.gov.uk/customer-information/routes-and-maps/>

⁶ <https://www.merseytravel.gov.uk/active-travel/>

⁷ https://play.google.com/store/apps/details?id=com.sudljmu.smart_green_journey&pli=1

⁸ <https://apps.apple.com/us/app/smart-green-journey/id1550760715>

Initiative	Description
Active Travel Benefits	The Travel Plan Co-ordinator will promote the benefits of walking and cycling to staff using the communications strategy.
Local Route Awareness	The Travel Plan Co-ordinator will provide information via the communications strategy on active travel routes.
New Infrastructure	The development will provide new pedestrian and cycle infrastructure.
Safety Tips	The Travel Plan Co-ordinator will provide information via the communications strategy on walking and cycling safety tips.
Cycle Training	The Travel Plan Co-ordinator will provide information on TfGM's cycle training schemes.
Cycle to Work Scheme	Operators will consider Cycle to Work schemes.
Maintaining Momentum	The Travel Plan Co-ordinator will provide resources that can be used for competitions and to maintain interest in active travel.

Table 6.1: Active Travel Initiatives

6.2 Active travel provides the following benefits:

- **Builds activity into your daily routine.**
It'll help to meet the government guidelines which recommend that adults should get at least 150 minutes of moderate activity per week.
- **Boost your mental health and wellbeing.**
According to the Mental Health Foundation physical activity increases mental alertness and helps to reduce stress and anxiety.
- **Fewer cars equals cleaner air.**
You experience five times higher pollution levels in a car than walking or on a bike.
- **Save your family money.**
Not only will less money be spent on petrol, but money can also be saved on gym or fitness centre fees.
- **You'll arrive feeling ready to start the day.**
People who walk and cycle arrive at school and work more relaxed and alert than those who travel by car.

- 6.3 Section 4 shows that the site is well located for access on foot or by cycle. The Travel Plan Co-ordinator will provide information to staff on existing pedestrian and cycle routes using the journey planning software set out earlier via the personalised journey planning meetings, noticeboard, and travel packs.
- 6.4 Each unit will be provided with covered cycle parking, showers and changing areas, and pedestrian access infrastructure.
- 6.5 The Travel Plan Co-ordinator will provide walking and cycling safety tips by providing staff with resources provided by [Sustrans](https://www.sustrans.org.uk/)⁹ and [Cycling UK](https://www.cyclinguk.org/)¹⁰.
- 6.6 Liverpool City Region Combined Authority provides [cycle training sessions](#)¹¹ for adults and family groups. This scheme will be promoted to staff via the communications strategy.
- 6.7 The Travel Plan Co-ordinator will provide information to staff on where they can by a bike using the [Cycling Experts on-line facility](#)¹².
- 6.8 Each operator will consider the feasibility of offering staff a [Cycle to Work Scheme](#)¹³.
- 6.9 To maintain interest and momentum in active travel, the Travel Plan Co-ordinator will promote tools that can be used by staff to set themselves personal walking challenges, such as the [NHS Active 10](#)¹⁴ app.

⁹ www.sustrans.org.uk/

¹⁰ www.cyclinguk.org/

¹¹ <https://www.merseytravel.gov.uk/active-travel/cycling/>

¹² <https://www.thecyclingexperts.co.uk/find-a-shop/?searchterms=&location=Liverpool+City+Region&Search=1>

¹³ <https://www.gov.uk/government/publications/cycle-to-work-scheme-implementation-guidance>

¹⁴ <https://www.nhs.uk/better-health/get-active/>

Public Transport Measures

6.10 Table 6.2 shows the measures that will be used to encourage staff to travel more actively.

Initiative	Description
Local Route Awareness	The Travel Plan Co-ordinator will provide information via the communications strategy on public transport routes and services.
Ticketing Arrangements	The Travel Plan Co-ordinator will ensure that staff are aware of Mersey Travel ticketing arrangements.
Regular Review	The Travel Plan Co-ordinator will regularly review the Mersey Travel database so that any service changes can be relayed to staff via the noticeboard.

Table 6.2: Public Transport Initiatives

- 6.11 Section 4 shows that the site can be accessed by public transport. The Travel Plan Co-ordinator will use the information resource mechanism in the communications strategy to make sure that staff are aware of the travel choices available to them, including providing information on [journey planning and timetables](#)¹⁵.
- 6.12 The Travel Plan Co-ordinator will make sure that all staff are aware of ticketing arrangements available to staff using information from [Mersey Travel ticketing information](#)¹⁶.

Sustainable Car Travel

- 6.13 Some staff have no choice but to drive to work, often due to personal medical conditions, to the location of their home or other responsibilities, such as caring for a child or relative. Car sharing is recognised as a method of achieving sustainable car use and is a good means of encouraging behaviour change for people that need to use their car or are reluctant to travel by public transport or active travel.
- 6.14 Table 6.3 sets out the measures that will be used to encourage staff car sharing.

Initiative	Description
Car Share Benefits	The benefits of car sharing will be promoted to staff.
Car Share Database	The Travel Plan Co-ordinator will develop a simple car share database to help staff find other people to share their journey with.
Electric Vehicles	The development will provide new EV charging facilities.
Powered 2 Wheelers	The development will provide motorcycle parking.

Table 6.3: Sustainable Car Travel Initiatives

- 6.15 Car sharing reduces the number of cars on the road, helps to improve the environment, reduces demand for parking at work and saves staff money. The Travel Plan Co-ordinator will promote the benefits of car sharing using the noticeboard, travel packs, and personalised journey planning meetings using information from [Liftshare](#)¹⁷.
- 6.16 The Travel Plan Co-ordinator will initially set up a simple car share database to help staff match with another member of staff. The Travel Plan Co-ordinator will also explore opportunities to set the site up on the [Mobility Ways](#)¹⁸ database.
- 6.17 The development will provide EV charging spaces for each unit (minimum 7kW) and motorcycle parking.

¹⁵ <https://www.merseytravel.gov.uk/timetables/#bus>

¹⁶ <https://www.merseytravel.gov.uk/tickets-and-pricing/>

¹⁷ <https://liftshare.com/uk/savings-calculator>

¹⁸ <https://www.mobilityways.com/liftshare-for-work/>

7 Monitoring Plan

Preliminary Mode Share

- 7.1 The baseline mode share has been set for the site using commuter information from the Census. This is replicated in Table 7.1.

Mode	%
Public Transport	12%
Car Driver	72%
Car Sharer	9%
Bike	2%
Pedestrian	5%
Other	0%
Total	100%

Table 7.1: Preliminary Mode Share
[source: Nomis]

Targets

- 7.2 For the effectiveness of the Travel Plan to be established it is important that SMART and action-based targets are set. The SMART targets should be linked to the following smart objectives:

Specific Measurable Achievable Realistic Timed

- 7.3 The following action-based targets have been set for the Travel Plan:
1. Deliver sustainable infrastructure on occupation.
 2. Provide a Travel Pack to all new staff on occupation.
 3. Provide travel noticeboards on occupation.
 4. Complete staff travel surveys within three months of occupation of the development.
- 7.4 Preliminary SMART targets have been set as follows, these will be reviewed once the first surveys have been undertaken:
1. Reduce single occupancy car trips by 3% by Year 3 of the Travel Plan.
 2. Reduce single occupancy car trips by 5% by Year 5 of the Travel Plan.

Monitoring

- 7.5 The first survey will be undertaken within three months of first occupation of the development. Following this, a follow-up, monitoring survey will be undertaken every two years for a period of five-years (including the first survey).
- 7.6 After each survey period a short monitoring report will be produced for submission and discussion with the Council.

Reporting

- 7.7 The Travel Plan Co-ordinator will issue annual reports to KC based on first occupation. These reports will set out measures that have been adopted, marketing progress, site observations and on survey years, a summary of the survey results.

- 7.8 If found necessary by KC, the Travel Plan Co-ordinator will revise the Travel Plan targets. The results of the travel survey and revised targets will be included in the following revision of the Plan.
- 7.9 The Travel Plan Co-ordinator will be responsible for communicating the results of the monitoring surveys and any amendments to operators and staff. This will be achieved through the production of a newsletter, information located on noticeboards and steering group meetings.

Monitoring Plan

Type	Data Collected	Occurrence	Responsibility
First travel survey	Mode split/travel attitudes	Within 3 months of occupation (Year 1) and then every two years follow up survey (Year 3 and 5)	Travel Co-ordinator
Site Observations	Cycle parking usage/EV charging usage/disabled parking usage	Within 12 months of occupation and then annually	Travel Co-ordinator
Annual report & Travel Plan update (if required)	Summary of surveys and/or site observations (dependent on whether a survey year)	12 months following occupation and then annually	Travel Co-ordinator

Table 7.2: Monitoring Plan

8 Action Plan

Timescales

- 8.1 The Action Plan in Table 8.1 also sets out the timescales for implementing each measures proposed. The following timescales are referred to:
- **Occupation**
To be actioned on adoption of the Travel Plan on occupation of the site.
 - **On-going**
An on-going item which spans the full life of the Travel Plan.
 - **Long Term**
To be completed within 5 years.

Action Plan

- 8.2 Table 8.1 sets out the Action Plan for the Travel Plan.

Initiative	Description	Timescale	Responsibility
Travel Plan Co-ordinator	Appoint Travel Plan Co-ordinator.	Occupation	Applicant
	Handover Travel Plan Co-ordinator role to individual operators.	Long-term	Travel Plan Co-ordinator and Applicant
Journey Planning	Offer staff personalised journey planning.	Occupation	Travel Plan Co-ordinator
	Promote journey planning software.	Occupation	Travel Plan Co-ordinator
Noticeboards	Provide a dedicated travel noticeboard in each unit.	Occupation	Travel Plan Co-ordinator
	Make sure noticeboards are kept up to date.	On-going	Travel Plan Co-ordinator
Travel Packs	Travel packs will be provided to new staff.	Occupation	Travel Plan Co-ordinator

Initiative	Description	Timescale	Responsibility
	Travel packs will be provided to new staff.	On-going	Travel Plan Co-ordinator
	Update packs every 6 months.	On-going	Travel Plan Co-ordinator
Active Travel Information	Distribute information on active travel routes to staff via communications strategy.	Occupation	Travel Plan Co-ordinator
	Review active travel routes every 6 months and advertise any changes.	On-going	Travel Plan Co-ordinator
Active Travel Infrastructure	The development will provide new pedestrian and cycle infrastructure.	Occupation	Applicant
Cycle Training	Provide information on Mersey Travel cycle training schemes.	Occupation	Travel Plan Co-ordinator
Cycle to Work Scheme	Consider introducing a Cycle to Work Scheme.	Long-term	Travel Plan Co-ordinator and Operators
Maintaining Momentum	Provide resources that can be used for competitions and to maintain interest in active travel.	On-going	Travel Plan Co-ordinator
Ticketing Arrangements	Advertise and promote public transport ticketing arrangements to staff.	Occupation	Travel Plan Co-ordinator
	Review ticket prices every 6 months and re-advertise if any changes.	On-going	Travel Plan Co-ordinator
Public Transport Information	Distribute information on public transport routes to staff via communications strategy.	Occupation	Travel Plan Co-ordinator
	Review public transport services and walking and cycling routes every 6 months and advertise any changes.	On-going	Travel Plan Co-ordinator
Car Share Database	Promote benefits of car sharing.	Occupation	Travel Plan Co-ordinator
	Set up simple car share database.	Occupation	Travel Plan Co-ordinator
	Explore using Mobility Ways car share database.	Long-term	Travel Plan Co-ordinator
Electric Vehicles	Provide EV charging facilities as part of new development.	Occupation	Applicant
Powered 2 Wheelers	Provide motorcycle parking as part of new development.	Occupation	Applicant

Table 8.1: Action Plan

Appendix D

Accessibility Assessment Form

Access on foot			Points	Score	Justification for Scoring
Location	<u>Residential Development:</u> Is the site within 800m of a district or local centre (see Accessibility Maps) OR <u>Non-residential development:</u> Is the density of existing local housing (i.e. within 800m) more than 30 houses per hectare (see Accessibility Maps)	Yes	2	0	Site is sits in a large, established employment area/industrial site, and is within the 1 mile buffer
		No	0		
Internal layout	Does 'circulation' and access inside the sites 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	1	Pedestrian route provision is provided within the site
		No	0		
External layout	Are there barriers between site and local facilities or housing, which restrict pedestrian access? Examples include no dropped kerbs at crossings or on desire lines; steep gradients; a lack of a formal crossing where there is heavy traffic; security concerns, e.g. lack of lighting	Yes	-1	1	The footways surrounding the site are of good quality, with street lighting present. Crossings are in place on busier off-site roads.
		No	1		
	Total Score			2	
	Minimum score required			2	
Comments or action needed to correct any shortfall No action needed					

Access by Cycle			Points	Score	Justification for Scoring
Location	Residential Development: Is the site within 1500m of a district or local centre (see Accessibility Maps) Or Non-residential development: Is the density of existing local housing (e.g. within 1500m) more than 30 houses per hectare (see Accessibility Maps)	Yes	2	2	Site is within 1500m of the local centre on S Boundary Road
		No	0		
Internal layout	Does 'circulation' and access inside the site reflect appropriate and direct cycle routes, with priority given to cyclists where they meet motor vehicles?	Yes	1	1	The site has been designed to provide low vehicle speeds suitable for cyclists
		No	0		
External Access	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	-1	Site is located over 400m to nearest cycle route.
		No	-1		
Other	Development includes cycle parking, shower facilities, and lockers for cyclists.	Yes	1	1	Showers and cycle parking provided
		No	0		
	Total Score			4	
	Minimum score required			3	
Comments or action needed to correct any shortfall					
No action required					

Access by Public Transport			Points	Score	Justification for Scoring
Location and access to public transport	Is the site within a 200m walk of a bus or tram stop, and/or within 400m of a rail station?	Yes	2	2	Site is located opposite bus stops on Acornfield Road
		No	0		
	Are there barriers on direct pedestrian routes to bus or tram stops or rail stations e.g. a lack of dropped kerbs, footpaths less than 2m wide, a lack of formal crossings and / or bus stop infrastructure.	Yes	0	1	The nearest bus stop is opposite the site on an internal industrial estate road
		No	1		
Frequency	High (four or more bus or tram services or trains an hour)		2	2	During the day 6 buses per hour are provided. In the peak periods 6 buses per hour are provided.
	Medium (two or three bus or tram services or trains an hour)		1		
	Low (less than two bus or tram services or trains an hour)		0		
Other	The proposal contributes to bus priority measures serving the site	Yes	1	0	No intervention required
		No	0		
	The proposal contributes to bus stops, bus interchange, tram facilities or bus or rail stations in the vicinity and/or provides bus stops or bus interchange in the site	Yes	1	0	No intervention required
		No	0		
	The proposal contributes to an existing or new supported bus service	Yes	1	0	No intervention required
		No	0		
	Total Score			5	
	Minimum score required			5	
Comments or action needed to correct any shortfall					
No action required					

Parking			Points	Score	Justification for Scoring
Parking	The off-street parking provided is as advised in Section 4 for that development type	Yes	1	1	The site provides parking in line with maximum standards and in accordance with the forecast development demand
		No	0		
	The off street parking provided is less than 75% of the amount advised in Section 4 for that development type (or shares parking provision with another development).	Yes	2	0	Number of spaces is provided in line with operational needs and local precedents.
		No	0		
	For development in controlled parking zones:				
	Is the proposal for a car free development?	Yes	1	-	
		No	0		
	Does it supports the control or removal of on-street parking spaces (inc provision of disabled spaces) or contributes to other identified measures in the local parking strategy (including car clubs)	Yes	1	-	
		No	0		
	Total Score			1	
	Minimum score required			1	
Comments or action needed to correct any shortfall.					
No action required					

Appendix E

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
10	WALES	
	BG BRIDGEND	1 days

Primary Filtering selection:

Parameter: Gross floor area
Actual Range: 3050 to 4700 (units: sqm)
Range Selected by User: 1500 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 27/09/21

Selected survey days:
Monday 3 days
Friday 1 days

Selected survey types:
Manual count 4 days
Directional ATC Count 0 days

Selected Locations:
Edge of Town 4

Selected Location Sub Categories:
Industrial Zone 3
Commercial Zone 1

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included X days - Selected
Servicing vehicles Excluded 5 days - Selected

Secondary Filtering selection:

Use Class:
B8 4 days

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included
Population within 1 mile:
1,000 or Less 1 days
5,001 to 10,000 1 days
10,001 to 15,000 1 days
25,001 to 50,000 1 days

Population within 5 miles:
5,001 to 25,000 1 days
75,001 to 100,000 1 days
125,001 to 250,000 1 days
500,001 or More 1 days

Car ownership within 5 miles:
0.6 to 1.0 1 days
1.1 to 1.5 3 days

Travel Plan:
No 4 days

PTAL Rating:
No PTAL Present 4 days

LIST OF SITES relevant to selection parameters

- | | | |
|---|--|--|
| 1 | BG-02-F-01 LOGISTICS COMPANY
PARC CRESCENT
BRIDGEND
WATERTON IND. EST.
Edge of Town
Industrial Zone
Total Gross floor area: 3050 sqm
Survey date: MONDAY 13/10/14 | BRIDGEND

Survey Type: MANUAL |
| 2 | HC-02-F-03 PPE DISTRIBUTION
WARSASH ROAD
PARK GATE

Edge of Town
Industrial Zone
Total Gross floor area: 3665 sqm
Survey date: MONDAY 27/09/21 | HAMPSHIRE

Survey Type: MANUAL |
| 3 | SF-02-F-03 ROAD HAULAGE
CENTRAL AVENUE
IPSWICH
WARREN HEATH
Edge of Town
Industrial Zone
Total Gross floor area: 4700 sqm
Survey date: FRIDAY 18/09/15 | SUFFOLK

Survey Type: MANUAL |
| 4 | WM-02-F-02 LOGISTICS FIRM
SOVEREIGN ROAD
BIRMINGHAM
KINGS NORTON
Edge of Town
Commercial Zone
Total Gross floor area: 3625 sqm
Survey date: MONDAY 09/11/15 | WEST MIDLANDS

Survey Type: MANUAL |

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BO-02-F-01	Covid survey removed

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	3760	0.106	4	3760	0.080	4	3760	0.186
07:30 - 08:00	4	3760	0.140	4	3760	0.060	4	3760	0.200
08:00 - 08:30	4	3760	0.153	4	3760	0.073	4	3760	0.226
08:30 - 09:00	4	3760	0.206	4	3760	0.093	4	3760	0.299
09:00 - 09:30	4	3760	0.113	4	3760	0.033	4	3760	0.146
09:30 - 10:00	4	3760	0.040	4	3760	0.033	4	3760	0.073
10:00 - 10:30	4	3760	0.113	4	3760	0.113	4	3760	0.226
10:30 - 11:00	4	3760	0.146	4	3760	0.093	4	3760	0.239
11:00 - 11:30	4	3760	0.093	4	3760	0.100	4	3760	0.193
11:30 - 12:00	4	3760	0.066	4	3760	0.080	4	3760	0.146
12:00 - 12:30	4	3760	0.093	4	3760	0.060	4	3760	0.153
12:30 - 13:00	4	3760	0.113	4	3760	0.080	4	3760	0.193
13:00 - 13:30	4	3760	0.120	4	3760	0.126	4	3760	0.246
13:30 - 14:00	4	3760	0.146	4	3760	0.066	4	3760	0.212
14:00 - 14:30	4	3760	0.126	4	3760	0.100	4	3760	0.226
14:30 - 15:00	4	3760	0.093	4	3760	0.106	4	3760	0.199
15:00 - 15:30	4	3760	0.093	4	3760	0.246	4	3760	0.339
15:30 - 16:00	4	3760	0.093	4	3760	0.166	4	3760	0.259
16:00 - 16:30	4	3760	0.106	4	3760	0.106	4	3760	0.212
16:30 - 17:00	4	3760	0.073	4	3760	0.146	4	3760	0.219
17:00 - 17:30	4	3760	0.093	4	3760	0.213	4	3760	0.306
17:30 - 18:00	4	3760	0.040	4	3760	0.140	4	3760	0.180
18:00 - 18:30	4	3760	0.040	4	3760	0.120	4	3760	0.160
18:30 - 19:00	4	3760	0.047	4	3760	0.073	4	3760	0.120
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.452			2.506			4.958

Parameter summary

Trip rate parameter range selected: 3050 - 4700 (units: sqm)

Survey date date range: 01/01/11 - 27/09/21

Number of weekdays (Monday-Friday): 4

Number of Saturdays: 0

Number of Sundays: 0

Surveys automatically removed from selection: 0

Surveys manually removed from selection: 1

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	3760	0.027	4	3760	0.066	4	3760	0.093
07:30 - 08:00	4	3760	0.033	4	3760	0.047	4	3760	0.080
08:00 - 08:30	4	3760	0.033	4	3760	0.040	4	3760	0.073
08:30 - 09:00	4	3760	0.040	4	3760	0.053	4	3760	0.093
09:00 - 09:30	4	3760	0.033	4	3760	0.033	4	3760	0.066
09:30 - 10:00	4	3760	0.027	4	3760	0.027	4	3760	0.054
10:00 - 10:30	4	3760	0.040	4	3760	0.053	4	3760	0.093
10:30 - 11:00	4	3760	0.053	4	3760	0.053	4	3760	0.106
11:00 - 11:30	4	3760	0.080	4	3760	0.060	4	3760	0.140
11:30 - 12:00	4	3760	0.027	4	3760	0.060	4	3760	0.087
12:00 - 12:30	4	3760	0.053	4	3760	0.027	4	3760	0.080
12:30 - 13:00	4	3760	0.066	4	3760	0.027	4	3760	0.093
13:00 - 13:30	4	3760	0.047	4	3760	0.053	4	3760	0.100
13:30 - 14:00	4	3760	0.066	4	3760	0.027	4	3760	0.093
14:00 - 14:30	4	3760	0.060	4	3760	0.027	4	3760	0.087
14:30 - 15:00	4	3760	0.066	4	3760	0.027	4	3760	0.093
15:00 - 15:30	4	3760	0.073	4	3760	0.053	4	3760	0.126
15:30 - 16:00	4	3760	0.060	4	3760	0.060	4	3760	0.120
16:00 - 16:30	4	3760	0.073	4	3760	0.060	4	3760	0.133
16:30 - 17:00	4	3760	0.040	4	3760	0.013	4	3760	0.053
17:00 - 17:30	4	3760	0.020	4	3760	0.020	4	3760	0.040
17:30 - 18:00	4	3760	0.007	4	3760	0.053	4	3760	0.060
18:00 - 18:30	4	3760	0.013	4	3760	0.033	4	3760	0.046
18:30 - 19:00	4	3760	0.033	4	3760	0.033	4	3760	0.066
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.070			1.005			2.075

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	3760	0.053	4	3760	0.007	4	3760	0.060
07:30 - 08:00	4	3760	0.100	4	3760	0.013	4	3760	0.113
08:00 - 08:30	4	3760	0.106	4	3760	0.020	4	3760	0.126
08:30 - 09:00	4	3760	0.140	4	3760	0.013	4	3760	0.153
09:00 - 09:30	4	3760	0.073	4	3760	0.000	4	3760	0.073
09:30 - 10:00	4	3760	0.000	4	3760	0.000	4	3760	0.000
10:00 - 10:30	4	3760	0.013	4	3760	0.013	4	3760	0.026
10:30 - 11:00	4	3760	0.060	4	3760	0.007	4	3760	0.067
11:00 - 11:30	4	3760	0.007	4	3760	0.027	4	3760	0.034
11:30 - 12:00	4	3760	0.020	4	3760	0.000	4	3760	0.020
12:00 - 12:30	4	3760	0.020	4	3760	0.013	4	3760	0.033
12:30 - 13:00	4	3760	0.020	4	3760	0.033	4	3760	0.053
13:00 - 13:30	4	3760	0.047	4	3760	0.040	4	3760	0.087
13:30 - 14:00	4	3760	0.060	4	3760	0.033	4	3760	0.093
14:00 - 14:30	4	3760	0.053	4	3760	0.053	4	3760	0.106
14:30 - 15:00	4	3760	0.013	4	3760	0.060	4	3760	0.073
15:00 - 15:30	4	3760	0.013	4	3760	0.180	4	3760	0.193
15:30 - 16:00	4	3760	0.007	4	3760	0.086	4	3760	0.093
16:00 - 16:30	4	3760	0.000	4	3760	0.013	4	3760	0.013
16:30 - 17:00	4	3760	0.033	4	3760	0.126	4	3760	0.159
17:00 - 17:30	4	3760	0.060	4	3760	0.186	4	3760	0.246
17:30 - 18:00	4	3760	0.027	4	3760	0.080	4	3760	0.107
18:00 - 18:30	4	3760	0.027	4	3760	0.086	4	3760	0.113
18:30 - 19:00	4	3760	0.013	4	3760	0.040	4	3760	0.053
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.965			1.129			2.094

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	3760	0.027	4	3760	0.007	4	3760	0.034
07:30 - 08:00	4	3760	0.007	4	3760	0.000	4	3760	0.007
08:00 - 08:30	4	3760	0.013	4	3760	0.013	4	3760	0.026
08:30 - 09:00	4	3760	0.020	4	3760	0.027	4	3760	0.047
09:00 - 09:30	4	3760	0.007	4	3760	0.000	4	3760	0.007
09:30 - 10:00	4	3760	0.013	4	3760	0.007	4	3760	0.020
10:00 - 10:30	4	3760	0.047	4	3760	0.040	4	3760	0.087
10:30 - 11:00	4	3760	0.027	4	3760	0.033	4	3760	0.060
11:00 - 11:30	4	3760	0.007	4	3760	0.013	4	3760	0.020
11:30 - 12:00	4	3760	0.020	4	3760	0.020	4	3760	0.040
12:00 - 12:30	4	3760	0.020	4	3760	0.020	4	3760	0.040
12:30 - 13:00	4	3760	0.013	4	3760	0.020	4	3760	0.033
13:00 - 13:30	4	3760	0.027	4	3760	0.033	4	3760	0.060
13:30 - 14:00	4	3760	0.020	4	3760	0.007	4	3760	0.027
14:00 - 14:30	4	3760	0.013	4	3760	0.020	4	3760	0.033
14:30 - 15:00	4	3760	0.013	4	3760	0.013	4	3760	0.026
15:00 - 15:30	4	3760	0.007	4	3760	0.007	4	3760	0.014
15:30 - 16:00	4	3760	0.027	4	3760	0.013	4	3760	0.040
16:00 - 16:30	4	3760	0.020	4	3760	0.027	4	3760	0.047
16:30 - 17:00	4	3760	0.000	4	3760	0.007	4	3760	0.007
17:00 - 17:30	4	3760	0.013	4	3760	0.007	4	3760	0.020
17:30 - 18:00	4	3760	0.007	4	3760	0.007	4	3760	0.014
18:00 - 18:30	4	3760	0.000	4	3760	0.000	4	3760	0.000
18:30 - 19:00	4	3760	0.000	4	3760	0.000	4	3760	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.368			0.341			0.709

Appendix F

Accomfield Phase 2: Daily Traffic Flows & Parking Accumulations

Trip Dates	Total Vehicle Trip Rates per 100km			ODV Trip Rates (per 100km)		
	In	Out	Total	In	Out	Total
07/04/07-08/04/07	5.106	0.08	0.186	0.027	0.006	0.003
08/04/07-09/04/07	0.14	0.07	0.22	0.033	0.047	0.08
09/04/07-10/04/07	0.174	0.07	0.22	0.033	0.047	0.08
10/04/07-11/04/07	0.174	0.07	0.22	0.033	0.047	0.08
08/05/00-09/05/00	1.209	0.003	0.299	0.04	0.003	0.003
09/04/00-10/04/00	0.113	0.033	0.146	0.033	0.033	0.066
09/03/00-10/03/00	0.044	0.033	0.033	0.027	0.027	0.054
10/03/00-11/03/00	0.113	0.113	0.226	0.04	0.003	0.003
11/03/00-12/03/00	0.066	0.066	0.066	0.033	0.033	0.066
11/01/00-12/01/00	0.003	0.1	0.193	0.006	0.06	0.14
12/01/00-01/01/01	0.066	0.06	0.146	0.033	0.06	0.087
12/01/00-12/01/00	0.003	0.06	0.153	0.033	0.066	0.099
12/01/00-12/01/00	0.113	0.08	0.193	0.066	0.027	0.058
01/01/01-02/01/01	0.146	0.146	0.292	0.047	0.051	0.1
02/01/01-03/01/01	0.146	0.066	0.212	0.068	0.027	0.093
04/01/01-05/01/01	0.126	0.1	0.226	0.06	0.027	0.087
05/01/01-06/01/01	0.066	0.106	0.199	0.066	0.027	0.093
06/01/01-07/01/01	0.003	0.246	0.339	0.073	0.003	0.126
07/01/01-08/01/01	0.066	0.106	0.212	0.073	0.06	0.133
08/01/01-09/01/01	0.073	0.146	0.219	0.04	0.013	0.053
07/01/01-08/01/01	0.066	0.212	0.306	0.02	0.02	0.04
07/01/00-08/01/00	0.04	0.14	0.16	0.027	0.003	0.06
08/01/00-09/01/00	0.066	0.113	0.179	0.013	0.033	0.046
09/01/00-10/01/00	0.047	0.073	0.12	0.033	0.033	0.066
Daily	2.452	0.506	4.658	1.077	1.005	2.075

[illegible][illegible]