

Proposed Employment Development

Sovereign Distillery, Huyton

Travel Plan

Revision 01

February 2022

Prepared on Behalf of Network Space

Document control

Document:	Travel Plan
Project:	Proposed Employment Development, Sovereign Distillery, Huyton
Client:	Network Space
Job Number:	784-B024793
File Origin:	J:\2021\784-B024793 Network Space - Sovereign Distillery, Huyton\60 Project Output\61 Work In Progress\Reports\3 Transport Plan\B024793 TP Issue 1.docx

Revision:	01		
Date:	10/02/21		
Prepared by:	Checked by:	Approved By:	
T Page	L Regan	L Regan	
Description of revision:			
Revision 01			

CONTENTS

1.0	Introduction.....	1
1.1	Background	1
2.0	Travel Plan Context	2
2.1	Background to Travel Plans	2
2.2	Objectives and Benefits of the Plan	3
3.0	Aims, Objectives and Targets	4
3.1	Aims and Objectives	4
3.2	Targets	4
3.3	Initial Travel Research	5
3.4	Modal Split Targets	5
4.0	Accessibility by Sustainable Modes.....	6
4.1	Introduction	6
4.2	Walking.....	6
4.3	Cycling.....	6
4.4	Public Transport.....	6
4.5	Summary	7
5.0	Proposed Travel Plan Measures	8
5.1	Introduction	8
5.2	Travel Plan Co-Ordinator	8
5.3	Encourage and Promote Sustainable Travel	8
5.4	Travel Information Packs	9
5.5	Travel Survey	9
5.6	Car Sharing	10
6.0	Plan Monitoring and Review.....	11
6.1	Background	11
6.2	Travel Plan Targets	11
6.3	Monitoring	11
6.4	Plan Review	12

PLANS

Plan 1: Site Location

Plan 2: Local Highway Network

APPENDICES

Appendix A: Example Travel Survey

1.0 INTRODUCTION

1.1 BACKGROUND

- 1.1.1 Tetra Tech has been commissioned by Network Space to provide transport and highways advice in relation to the detailed planning application for remodeling of an existing industrial site on Wilson Road, Huyton.
- 1.1.2 The site location is shown on **Plan 1**, the site location in relation to the local highway network is shown on **Plan 2**.
- 1.1.3 As shown on **Plan 1**, the site location c. 1.7km to the southeast of the centre of Huyton and 12km to the east of Liverpool City Centre.
- 1.1.4 The purpose of this Travel Plan (TP) is to promote sustainable travel to and from the development.
- 1.1.5 Knowsley Council are as a unitary authority, thus they act as both the local highway authority (LHA) and the local planning authority (LPA).

2.0 TRAVEL PLAN CONTEXT

2.1 BACKGROUND TO TRAVEL PLANS

- 2.1.1 A TP is a package of practical measures aimed at reducing the transportation and traffic impact of a development. The main objective of a TP is therefore to reduce single occupancy car use and encourage travel via more sustainable modes.
- 2.1.2 The DfT's 'Making Travel Plans Work' (June 2007) introduces the concept of a 'Travel Plan Pyramid'. This helps demonstrate how successful plans are built on the firm foundations of a good location and site design. The pyramid is presented in **Figure 2.1** below.

Figure 2.1: Travel Plan Pyramid from DfT's 'Making Travel Plans Work'



- 2.1.3 The use of a pyramid structure to illustrate the five-tier hierarchy of measures demonstrates the concept that each higher layer builds upon the more important foundations of criteria and initiatives below it.
- 2.1.4 The most important layer of the pyramid is considered to be the base, which shows the key to making TPs work is the actual location of the development and its proximity to local facilities and services essential to everyday life.
- 2.1.5 In terms of location, the site is within an existing and well-established industrial estate. The proposed development site is c. 1.7km to the southeast of the centre of Huyton and 12km to the east of Liverpool City Centre.

- 2.1.6 The second layer of the pyramid refers to how the layout of the site can assist in reducing the need to travel. In this instance this is again linked to existing levels of provision to facilitate sustainable travel.
- 2.1.7 The proximity of bus, tram and rail services as well as pedestrian infrastructure provides access to a range of destinations including Liverpool, Warrington, Widnes and Runcorn. This is described further in Section 4.
- 2.1.8 As indicated in Level 3 of the pyramid, the Travel Plan Co-ordinator (TPC) will be able to develop further measures to maximise the sustainable travel at the development. It is likely that a representative of the site developer will undertake the TPC role initially.
- 2.1.9 Level 4 of the pyramid looks at how parking management and public transport can influence travel choice. Car parking provision at the site will be provided in accordance with current parking standards.
- 2.1.10 The top layer of the pyramid relates to how the TP will be marketed and how the measures within are to be promoted.
- 2.1.11 Future users at the development will be made aware of the aims of the TP and the travel choices and alternatives to car travel available. Additionally, public transport information will be displayed in any lobby areas, where appropriate.

2.2 OBJECTIVES AND BENEFITS OF THE PLAN

- 2.2.1 The key objectives of this TP are to:
- Minimise the total travel distances travelled through the reduction of journey lengths and frequency – particularly single occupancy car trips;
 - Reduce the reliance upon the private car and improve awareness and usage of alternative modes of transport;
 - Promote car sharing, walking, cycling and public transport as safe, efficient, affordable alternatives to the private car.
 - Highlight the health and environmental benefits of using sustainable travel modes;
 - Enable people to make more informed and better travel choices.
- 2.2.2 There could be a large number of benefits that will be derived from the successful implementation of the TP – for future users of the site as well as the wider community.
- Improved health and fitness through increased levels of walking and cycling;
 - Increased flexibility offered through wider travel choices;
 - The social aspects of sharing transport with others;
 - Improved environment at the site as vehicular movements are minimised and parking pressures are reduced.

3.0 AIMS, OBJECTIVES AND TARGETS

3.1 AIMS AND OBJECTIVES

- 3.1.1 The headline aim of the TP is to reduce the proportion of single occupancy vehicle trips and to widen travel choices for users. The TP would also work towards reducing the impact of the proposed development on the local highway network.
- 3.1.2 The specific objectives of the TP set out the motivation and factors that would help achieve the overall aim for the site, and include:
- Prevent congestion on the local highway network and mitigate against overspill onto the surrounding roads;
 - Improve the travel options for users;
 - Minimise incentives for private car use and maximise incentives to use sustainable alternatives;
 - Promote and raise awareness of the benefits of healthier and more environmentally friendly travel;
 - Ensure staff are aware of the TP and its purpose.

3.2 TARGETS

- 3.2.1 Targets are the measurable goals by which the progress of the TP would be assessed. Targets are essential for monitoring the progress and success of the TP, and should be 'SMART' – **S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**ime-related.
- 3.2.2 Targets come in two forms. 'Action' type targets are non-quantifiable actions that need to be achieved by a certain time, while 'Aim' type targets are quantifiable and generally relate to the degree of modal shift the TP is seeking to achieve.
- 3.2.3 'Action' targets include actions such as employing a TPC, and launching the TP.
- 3.2.4 The 'Aim' targets contained in the TP focus on the minimising the proportion of trips made to and from the site by single occupancy vehicles while encouraging the use of sustainable travel modes. The TP targets should therefore aim to achieve a realistic and feasible reduction in car driver trips over the first 5 years from when the development is occupied, with a full review scheduled after year five.

3.3 INITIAL TRAVEL RESEARCH

- 3.3.1 In order to set targets to reduce the reliance on private car travel and increase the use of sustainable modes, an investigation of current travel characteristics will be undertaken by the TPC within three months of initial occupancy.

3.4 MODAL SPLIT TARGETS

- 3.4.1 Travel information for the employees at each unit at the development will be gained by undertaking a travel survey, this is described in more detail in **Section 5**. A typical TP survey is attached in **Appendix A**.
- 3.4.2 The modal split that exists for the site will be calculable following the results of the initial travel survey. Following this it will be possible to define the modal split targets that could be achieved with the successful implementation of the TP.

4.0 ACCESSIBILITY BY SUSTAINABLE MODES

4.1 INTRODUCTION

- 4.1.1 As described in the accompanying Transport Statement for this application, current local and national policies state that new developments should promote more sustainable transport choices for people, particularly accessibility to shopping, leisure facilities and services by public transport, walking and cycling to reduce the dependence on the private car. However as mentioned, the development is not a new development as the site already exists with industrial land uses. Nonetheless, this section therefore considers the existing accessibility of the site on foot, by cycle and public transport.

4.2 WALKING

- 4.2.1 The Institution of Highways and Transportation's (IHT) document 'Guidelines for Providing for Journeys on Foot' states in paragraph 1.12 that:

'walking accounts for over a quarter of all journeys and four fifths of journeys of less than one mile.'

- 4.2.2 Whilst superseded by NPPF, 'Planning Policy Guidance 13 (PPG13) – Transport' sets out useful guidance related to walking catchments, which is still widely accepted. It states that:

"walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres" (Paragraph 74).

- 4.2.3 Within a 2km walk of the site, numerous facilities can be accessed including those in Huyton Town Centre. Huyton Rail Station is also within a 2km walk of the site.

4.3 CYCLING

- 4.3.1 A distance of 5km is widely recognised as being a reasonable cycle distance. Within a 5km cycle of the site, several residential areas can be reached including Huyton, Tarbock, Fincham, Winstham Cross, Belle Vale and Prescot.

4.4 PUBLIC TRANSPORT

By Bus

- 4.4.1 Bus stops on Cronton Road are an approximate 500m walk from the site access. Further services call at stops on Stretton Way, approximately 300m from the access.
- 4.4.2 Services on Cronton Road have an average frequency of 4 services per hour in each direction, providing links to Liverpool, Warrington, Widnes and Runcorn and the residential areas in between.
- 4.4.3 Local bus services are available further north on Wilson Road, providing access to Huyton, Kirkby and Prescot.

By Rail

- 4.4.4 Huyton Rail Station is within a 2km walk of the site or via bus services calling at Huyton Bus Station which is approximately 300m east.
- 4.4.5 Services operating through this station travel to Liverpool Lime Street, Blackpool North, Crewe and Wigan North Western. There is an average frequency of six services per hour calling at Huyton.

4.5 SUMMARY

- 4.5.1 The site is located within acceptable walking distance to numerous amenities and facilities as well as public transport stops.
- 4.5.2 Several residential areas are accessible within a 5km cycle of the site.
- 4.5.3 Public transport connects the site with Liverpool, Warrington, Widnes and Runcorn as well as the residential areas in between.

5.0 PROPOSED TRAVEL PLAN MEASURES

5.1 INTRODUCTION

5.1.1 This section sets out the commitments that should typically be contained in a TP.

5.2 TRAVEL PLAN CO-ORDINATOR

5.2.1 The TPC will be appointed one month prior to initial occupation and will act as a liaison point for any issues relating to the TP. This will include liaising with the local authority and public transport operators.

5.2.2 The TPC will be responsible for developing the final TP, which will be brought into action within three months of the first tenants travel survey.

5.2.3 In terms of the roles and responsibilities, the TPC will be expected to:

- Administer/manage the TP and provide a liaison in implementing the plan with Knowsley Council;
- Ensure travel awareness amongst future users of the site;
- Provide a point of contact and travel information;
- Coordinate the travel surveys upon within three months of initial;
- Promote and encourage the use of travel modes other than the car and car-sharing, where appropriate;
- Ensure the availability of the most up to date travel information;
- Provide a point of contact with transport operators and Planning and Highway Authority officers at the Knowsley Council.

5.3 ENCOURAGE AND PROMOTE SUSTAINABLE TRAVEL

5.3.1 All users of the development would be made aware of the existence of the TP and its aims.

5.3.2 Lack of awareness of available travel options is a frequently used reason for not using sustainable travel modes. The TPC will therefore prepare Travel Packs, which should contain suitable information concerning local walking and cycling routes and up-to-date public transport information including timetables, fares and bus stop information. These Travel Packs should be regularly updated with the newest information available and will be made available for new site users.

5.3.3 The TPC and senior management will be fundamental to the implementation and success of the TP. It is vital that they are both involved with some aspects of the development so that they can promote and achieve sustainable transport solutions.

- 5.3.4 It is necessary that the initiatives are positive and interesting, and ideally people should feel some ownership of the plan.

5.4 TRAVEL INFORMATION PACKS

- 5.4.1 Travel Information Packs will be prepared by the TPC and issued upon first occupation. The travel pack will include:
- Site specific public transport information. This will explain what buses can be taken to specific key destinations. There will also be information on rail services and average travel times. Information relating to typical fares and any discounted travel season tickets etc will also be included.
 - Information about the TP and its benefits, as described previously.
 - Summary of local services that support sustainable travel, such as the availability of local taxi services etc.
 - Walking and Cycling maps showing local walking and cycling routes, as well as showing cycle parking.
 - Contact details for a bicycle user group.
 - The promotion of car sharing, and the benefits of doing so.
 - Contact information for the TPC.

5.5 TRAVEL SURVEY

- 5.5.1 The first step to developing the operational TP is to establish how the site users make journeys to and from the site. A travel survey will be conducted within three months of initial occupation and then every two years thereafter as part of the monitoring and review process.
- 5.5.2 The survey will be performed in order to ascertain existing travel patterns and will play a key role in the sustainability process as it provides a baseline from which to measure changes in travel as a result of the TP. By conducting the survey once every two years this will give an indication of how travel behaviour is changing at the site and provide an important indication as to the success of the TP. A typical TP survey is shown in **Appendix A**.
- 5.5.3 The travel survey will be used to show how people travel to the site, what potential there is for change (for example, the numbers of people who would like to walk, cycle or use public transport, but are unable to do so), what are the most significant deterrents to walking, cycling and using public transport, what would encourage people to reduce car use. The following information can be obtained:
- How site users usually travel to and from the site (walking, cycling, using public transport, arriving by car or car sharing with others).
 - Where site users are generally travelling to/from.

- Which places are considered to be dangerous for walking or cycling, and why.
- Any problems there are with bus services and where a new service might be helpful.
- How users would like to travel if they had the choice and whether they own a bicycle or have a bus pass.

5.5.4 The results of the surveys will provide a valuable 'baseline' against which the success of the TP in reducing car journeys and increasing journeys by walking, cycling and public transport will be measured. The full TP will be submitted to Knowsley Council within three months of the first survey.

5.6 CAR SHARING

5.6.1 Car sharing is an effective way of reducing single occupancy car trips. It also cuts congestion and improves the local environment by reducing pollution and cutting carbon emissions.

5.6.2 Several online services exist to facilitate car sharing such as liftshare.com and blablacar.co.uk.

6.0 PLAN MONITORING AND REVIEW

6.1 BACKGROUND

- 6.1.1 The monitoring and review programme will be designed to generate information by which the TP can be evaluated, revised, developed and improved, over a period of five years.
- 6.1.2 The major objective of the plan is to affect a reduction in the use of private cars by users. In the first instance, the plan will seek to review existing users travel movements by way of a travel survey.
- 6.1.3 On completion of the first travel survey, it will be appropriate to set targets which seek to achieve an increased proportion of users travelling by more sustainable forms of transport. Notwithstanding this, a number of preliminary action targets are set out in the following section.

6.2 TRAVEL PLAN TARGETS

- 6.2.1 In agreement with Travel Plan Officers from Knowsley Council and in accordance with best practice guidance on the preparation of TPs, targets should be set against which the efficiency of the plan can be measured.
- 6.2.2 The preliminary action targets for the development are set out in **Table 6.1**, which would be reflected in the full TP.

Table 6.1: Preliminary Action Targets

Action	Target Date
Appoint TPC and inform Council of contact details	One month prior to occupation
Provide all tenants/employees with Travel Packs	Issued upon first occupation
Undertake travel survey and report results to Council	Within three months of initial occupation
Submit full TP to Council	Within three months of travel survey
Agree on preliminary modal split targets with Council	Within three months of travel survey
Set up car sharing database (if appropriate)	Within nine months of initial occupation

6.3 MONITORING

- 6.3.1 The monitoring of the TP will help determine the success of each measure and determine if targets are being achieved within the proposed timescale.
- 6.3.2 The monitoring would include items such as:
- Travel surveys
 - Level of usage of the car sharing scheme (if operational)

- General feedback from users

6.3.3 Information gathered as part of the continuous monitoring process would be made available to Knowsley Council. Through this medium, future strategies for further delivering TP objectives can be considered in partnership between tenants, Knowsley Council and transport providers.

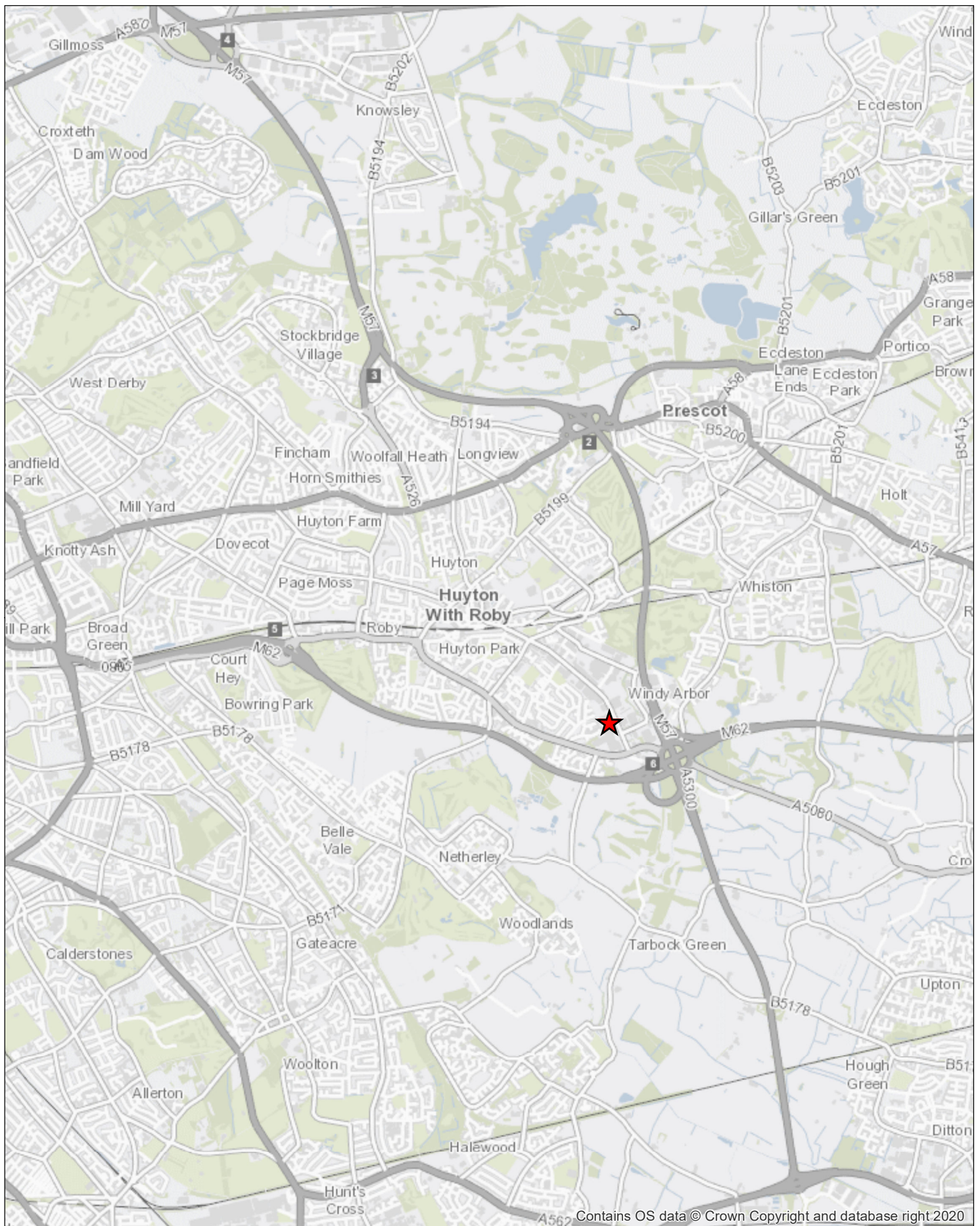
6.4 PLAN REVIEW

6.4.1 The TPC will arrange for an annual review of the TP to assess the success of the plan to date and to identify measures which could potentially be included in the future.

6.4.2 Although the database will be kept up to date throughout the year, the reissue of the travel survey (every two years) will provide the opportunity to gather new information regarding users' attitudes to travel and on the modal split compared to the previous years.

6.4.3 A periodic review report will be produced summarising the results since the previous review. The report will also incorporate the results of the ongoing monitoring throughout the preceding period.

PLANS



Contains OS data © Crown Copyright and database right 2020

© Tetra Tech Limited



Plan 1: Site Location
 Proposal: Proposed Employment Development
 Location: Sovereign Distillery, Huyton
 TT Job No.: 784-B024793



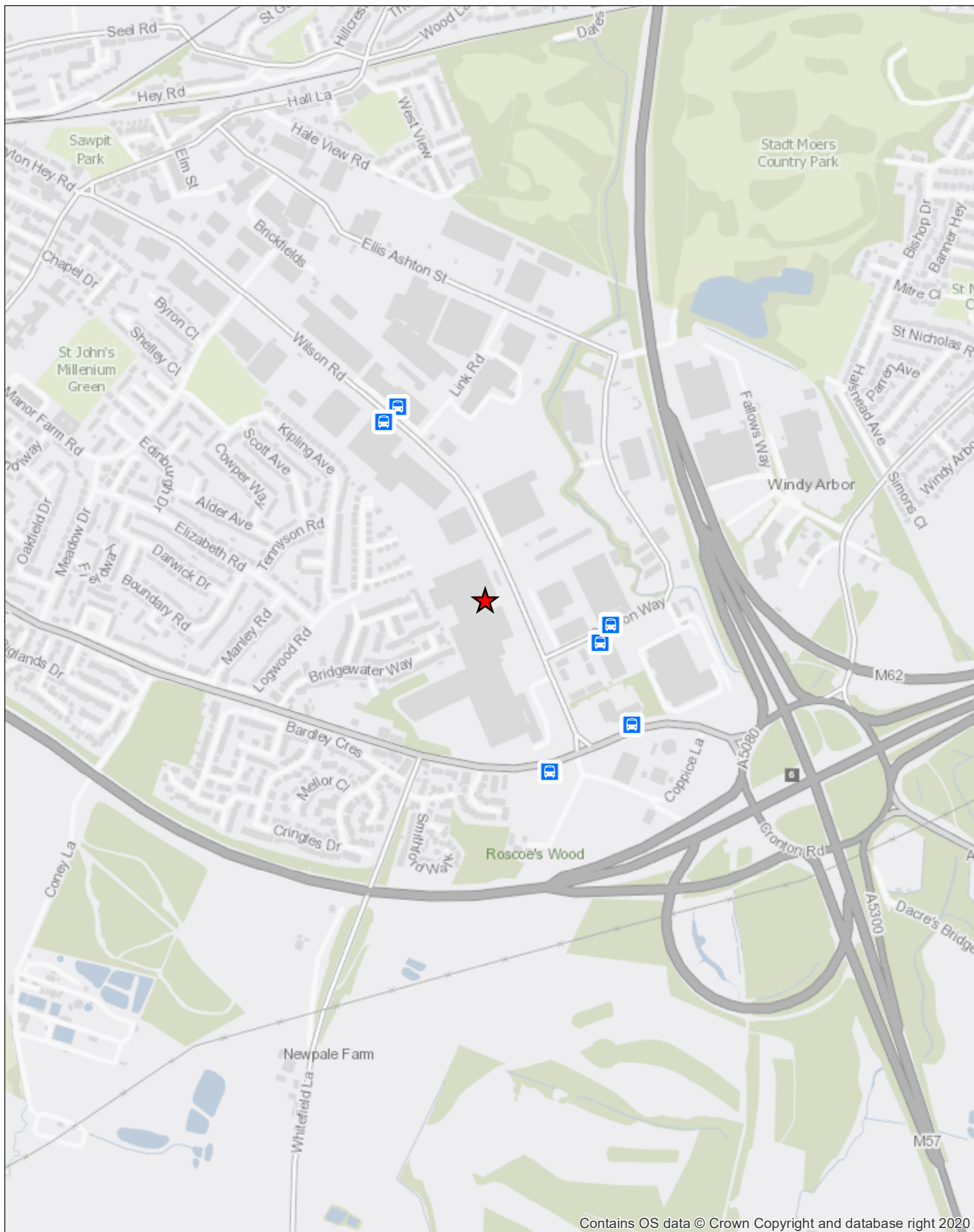
Legend

★ Site Location

0 620 1,240 1,860 Meters
 Scale: 1:50,000 @A4

10 February 2022
 NGR: 344,475 E / 390,767 N

© Crown Copyright All rights reserved. Licence number:



Contains OS data © Crown Copyright and database right 2020

© Tetra Tech Limited



Plan 2: Local Highway Network
 Proposal: Proposed Employment Development
 Location: Sovereign Distillery, Huyton
 TT Job No.: 784-B024793



Legend

-  Site Location
-  Bus Stop

0 125 250 375 Meters
 Scale: 1:10,000 @A4

10 February 2022
 NGR: 345,699 E / 389,674 N

© Crown Copyright All rights reserved. Licence number:

APPENDICES

APPENDIX A: EXAMPLE TRAVEL SURVEY

Draft Travel Survey

Date _____

- 1 Postcode** _____
- 2 Gender**
1 ☐ Male
2 ☐ Female
- 3 Age**
1 ☐ Under 25 4 ☐ 45-54
2 ☐ 25-34 5 ☐ 55 or Over
3 ☐ 35-44
- 4 Is your work?**
1 ☐ Full Time
2 ☐ Part Time
- 5 What are your normal start and finish time**
Start Time _____
Finish Time _____
- 6 Do you have a disability that may affect your travel arrangements?**
1 ☐ Yes
2 ☐ No
- 7 How far do you travel to work?**
1 ☐ Less than 1 mile
2 ☐ Between 1 and 2 miles
3 ☐ Between 2 and 5 miles
4 ☐ Between 5 and 10 miles
5 ☐ Between 10 and 20 miles
6 ☐ Over 20 miles
- 8 On your normal trip to work which form of transport did you use? (tick all that apply)**
1 ☐ Car (as driver on my own)
2 ☐ Car (as passenger with other people as driver or passenger)
3 ☐ Bus
4 ☐ Train
5 ☐ Motorbike
6 ☐ Bicycle
7 ☐ Walk
- 9 How long did it take you to travel to work?**
1 ☐ 0 to 15 minutes
2 ☐ 16 to 30 minutes
3 ☐ 31 to 60 minutes
4 ☐ 61 to 90 minutes
5 ☐ More than 90 minutes
- 10 If you have indicated 'Car driver' in Q8, what are the main reasons for doing so?**
1 ☐ Car essential to job
2 ☐ Dropping/collecting others off
3 ☐ Give a lift to others in the area
4 ☐ Health reasons
5 ☐ More convenient than alternative
6 ☐ Other (please specify) _____
- 11 If you indicated car driver in Q8, would you consider car sharing?**
1 ☐ Yes regularly
2 ☐ Yes occasionally
3 ☐ No
- 12 If you answered 'No' to Q11, can you explain the reasons for not car sharing?**

- 13 Which of the following changes would most encourage you to use public transport for your journey to work? If you already travel to work by public transport, which would you most like to see? Please tick the 3 most applicable.**
☐ Interest free loans for travel tickets/passes sold
☐ Flexible working patterns
☐ More convenient bus drop off points
☐ Public transport information at work site
☐ More direct bus routes
☐ Personalised journey plan
☐ None
☐ Other (specify) _____
- 14 If you indicated 'Car Driver' in Q8, what other mode of transport would you consider if you could not bring your car to work? (tick all that apply)**
1 ☐ Bus
2 ☐ Train
3 ☐ Bicycle
4 ☐ Car passenger
5 ☐ Walk
6 ☐ Motorbike
7 ☐ Other (specify) _____
- 15 Do you currently have the opportunity to walk or cycle to work (or both), but chose not to do so?**
1 ☐ No
2 ☐ Yes, walk
3 ☐ Yes, cycle
- 16 If you answered 'Yes' to Q15 please indicate your reasons for not walking or cycling (or both)**

- 17 Your views and ideas are important, so please add any other comments about your journey**

Thank you for your co-operation