



Travel Plan

Land North of Southdean Road, Knowsley

Client: Breck Homes Ltd



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APPENDICES AVAILABLE IN THE TRANSPORT ASSESSMENT

1 INTRODUCTION

1.1 Purpose of Report

- 1.1.1 This Travel Plan (TP) has been prepared to accompany a planning application by Breck Homes Ltd (Breck) for a proposed residential development comprising 136 affordable dwellings, located to the north of Southdean Road, Stockbridge, Knowsley.
- 1.1.2 It is important to note that the site falls within the Knowsley Metropolitan Borough Council (KMBC) *North Huyton Action Area*, as shown on the boundary map in Figure 4.2 of its Supplementary Planning Document (SPD), which was adopted in February 2007. The land located directly to the north of the site also forms part of the *North Huyton Action Area*, which is known as *North Huyton Phase 5*.
- 1.1.3 The site itself sits within the boundary of KMBC, however, parts of the local highway network surrounding the site are under the jurisdiction of Liverpool City Council (LCC). As such, KMBC is both the Local Planning Authority (LPA) and Local Highway Authority (LHA) for the area.
- 1.1.4 Prime Transport Planning (Prime) has produced this TP on behalf of the Applicant.
- 1.1.5 This report should not be seen as a definitive document but as the first stage of the TP process, which will continue and evolve over time with input from the developer and KMBC. This TP represents a commitment by Breck to ensure that the proposed development is accessible by sustainable modes of transport and every effort will be made to ensure that opportunities to encourage the use of these sustainable modes, particularly walking, cycling and public transport, will be promoted to residents.
- 1.1.6 We are aware of the KMBC 'Travel Plan Review Charges' for residential developments, which are listed on its website, and that for a scheme of this size the charge is set as £2,500 (plus 10% refundable surcharge).
- 1.1.7 This document has been prepared alongside a Transport Assessment (TA) for the development proposal. As many highway and transportation details are pertinent to both documents, there is some repetition between the two and several of the TA appendices are referenced in this document.
- 1.1.8 This document has been prepared in accordance with the Government's *Planning Practice Guidance: Transport evidence bases in plan making and decision taking* (2014) and *Travel Plans, Transport Assessments and Statements* (2015).
- 1.1.9 Reasonable checks have been carried out on any third-party information used in the preparation of this report but, nonetheless, Prime accepts no liability for the accuracy or otherwise of this data.
- 1.1.10 Third-party rights are excluded for the use of information contained within this report.

1.2 Scope of Report

1.2.1 The remainder of this report is structured as follows:

- Section 2 describes the relevant local and national TP policy and guidance and presents the objectives of this TP;
- Section 3 describes the existing situation in terms of the site and local highway network;
- Section 4 details the development proposal;
- Section 5 details access to the site by sustainable modes of travel, which includes walking, cycling and public transport;
- Section 6 set outs the trip generation for the site and discusses the targets of this TP;
- Section 7 describes the measures to be employed to achieve the targets set; and
- Section 8 discusses the management of the TP and describes how it will be monitored and reviewed.

2 TRANSPORT POLICY, GUIDANCE AND OBJECTIVES

2.1 Introduction

2.1.1 It is important that any new developments conform to and complement national and local planning policy. This section details the policies that are relevant to this development.

2.1.2 As mentioned above, the site sits within the boundary of KMBC, however, due to its proximity to the LCC administrative area relevant policies from each authority have been included below.

2.2 National Planning Policy Framework

2.2.1 The current *National Planning Policy Framework* (NPPF) was published in December 2024, with slight amendments on 7th February 2025, and sets out the Government's current planning policies. At the heart of the NPPF is '*a presumption in favour of sustainable development*' as detailed in paragraphs 10 and 11.

2.2.2 Section 9 of the NPPF, *Promoting sustainable transport*, outlines the important role that the planning system has in facilitating sustainable development. It states in paragraph 110 that:

'Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.'

2.2.3 The document offers guidance for planning policies including:

- supporting appropriate mixes of land uses;
- minimising the number and length of journeys;
- actively involving local highway authorities, transport infrastructure providers and operators and neighbouring councils in order to align strategies and investments for supporting sustainable travel; and
- providing high quality walking and cycling networks and associated supporting facilities such as cycle parking.

2.2.4 Paragraph 115 of the NPPF provides direction for the assessment of sites for development, stating:

'...it should be ensured that:

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.'

2.2.5 In determining planning applications, paragraph 116 states that:

'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.'

2.2.6 Paragraph 117 continues:

'Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'

2.2.7 Section 8 of the NPPF, *Promoting healthy and safe communities*, closely aligns with several of the principles of Travel Plans.

2.2.8 Paragraph 96 calls for developments to:

'...achieve healthy, inclusive and safe places which:

a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;

b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas; and

c) enable and support healthy lives, through both promoting good health and preventing ill-health, especially where this would address identified local health and well-being needs and reduce health inequalities between the most and least deprived communities – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.'

2.3 Planning Practice Guidance

2.3.1 The theme of sustainable development runs throughout *Planning Practice Guidance*, with the detailed elements regarding transport being focussed in the following sections:

- Transport evidence bases in plan making and decision taking; and
- Travel Plans, Transport Assessments and Statements.

2.3.2 Both sections of the Guidance provide significant amounts of detail on the information types and sources that are appropriate for helping LPAs to take forward their Local Plan with an appropriate evidence base. The Guidance is also a useful reference for assessing schemes such as the development which this report accompanies.

2.4 Manual for Streets

2.4.1 *Manual for Streets* (MfS) was published on behalf of the DfT and Communities and Local Government in March 2007 and provides advice for the design of residential streets in England and Wales.

2.4.2 The focus of MfS is to demonstrate the:

'benefits that flow from good design and assigns a higher priority to pedestrians and cyclists, setting out an approach to residential streets that recognises their role in creating places that work for all members of the community. MfS refocuses on the place function of residential streets, giving clear guidance on how to achieve well-designed streets and spaces that serve the community in a range of ways' (MfS page 7).

2.4.3 The guidance addresses many common design principles and discusses detailed design issues, often presenting recommended design criteria. Some of the key principles of MfS include:

- The need to shift from focusing on designing for motor vehicles to designing streets around the needs of pedestrians, cyclists and public transport users which in turn enhances safety;
- Good design can help to create and strengthen a sense of place and community;
- Creating streets that are permeable and offer good quality connections to main destinations for all road users;
- Inclusive design that recognises the needs of people of all ages and abilities; and
- Cost-effective construction often by avoiding over-designing.

2.4.4 In September 2010 a companion document *Manual for Streets 2 - wider application of the principles* (MfS2) was published. This document expands on some of the design principles of MfS and provides examples of places where designs based on these principles have been implemented.

2.5 Ensuring a Choice of Travel SPD

2.5.1 The *Ensuring a Choice of Travel* SPD was originally developed in partnership with the Merseyside Local Authorities and Merseytravel in order to provide consistent guidance to developers on access and transport requirements for new developments across the wider Merseyside area.

2.5.2 Within the SPD, it states the following:

'The Council has published this guidance as a Supplementary Planning Document (SPD) to show how development can satisfy the requirements of accessibility policies contained within Knowsley's Development Plan. It will assist developers in ensuring that their proposals are accessible, promote sustainable travel patterns and minimise the congestion and pollution caused by vehicles.'

2.5.3 Furthermore, the main objective of the SPD is *'to ensure a good choice of travel modes to all new development'*.

2.5.4 Among the transport requirements set out in the SPD are a 'Minimum Accessibility Standards Assessment' (MASA), which is a scoring system for new developments based on their land use type, scale, location, and facilities provided.

2.6 Liverpool City Region 4th Local Transport Plan: Developing a Vision for Local Transport to 2040

2.6.1 The *Local Transport Plan 4* (LTP4) is due to be adopted by the Liverpool City Region Combined Authority in 2025 and will provide the statutory framework for transport strategy and plans across Merseyside.

2.6.2 At the time of writing this TP, a consultation version of the LTP4 is the most recently available document and sets out the following vision:

'Clean, safe and accessible transport for moving people and goods.'

2.6.3 To achieve its vision, the consultation version of the LTP4 sets out the following goals:

- Goal 1 - Support good, clean job growth and opportunity for all;
- Goal 2 - Achieve net-zero carbon and an improved environment;
- Goal 3 - Improve health and quality of life;
- Goal 4 - Transport that's well maintained and tough; and
- Goal 5 - Plan and respond to uncertainty and change and be innovative.

2.6.4 A move away from car dependency and towards active travel and public transport use is a key theme of LTP4 with plans in place to create and re-open bus lanes, as well as create active travel routes and low-traffic streets.

2.7 Knowsley Local Plan Core Strategy

2.7.1 The Knowsley *Local Plan Core Strategy* (LPCS) was adopted in January 2016 and sets out the vision, objectives and policies which will guide development within the Borough up to 2028.

2.7.2 The LPCS sets out a list of Strategic Objectives, which those of relevance to this report as follows:

- Strategic Objective 2 - Well-Balanced Housing Market; and
- Strategic Objective 6 - Sustainable Transport.

2.7.3 In addition, the LPCS sets out a list of Policies, with Policy CS7 dedicated to 'Transport Networks', which focuses on the 'Overall Transport Strategy' and 'Location, Design and Management of New Development' within the Borough.

2.8 Knowsley Unitary Development Plan

2.8.1 The Knowsley *Unitary Development Plan* (UDP) was adopted in June 2006 and sets out '*the Council's strategy for the physical development of the Borough*' and '*where development is likely to take place, and which areas are to be protected from development*'.

2.8.2 The UDP sets out a list of Strategic Objectives, with those of relevance to this report as follows:

- Strategic Objective 2 - To provide a better choice of housing in terms of tenure, type and market sector which will meet the needs and aspirations of the community;
- Strategic Objective 8 - To locate major new development where it is accessible by a choice of walking, cycling and public transport, thereby minimising the need to travel by car; and

- Strategic Objective 19 - To ensure that the design of new development provides a good level of accessibility to the whole community (including the less mobile) making appropriate and safe provision for vehicle parking, walking, cycling and public transport.

2.8.3 Chapter 8 of the UDP is dedicated to 'Transport' and presents a list of Core Policies, which those of relevance to this report as follows:

- Policy T1 - An integrated transport system;
- Policy T6 - Ensuring choice of travel to serve new development;
- Policy T7 - New development and walking and cycling routes; and
- Policy T8 - Transport Assessments.

2.9 Liverpool Local Plan

2.9.1 The Liverpool *Local Plan* (LP) was adopted in January 2022 but covers the period from 2013 to 2033, and '*provides a long-term spatial vision, strategic priorities and policies for future development in the City over the next 15-20 years*'. The document continues by stating that transport is one of the topics that will be specifically focussed on.

2.9.2 The vision of the document is set out in Chapter 4, with part of it being as follows:

'By 2033 Liverpool will be a sustainable, vibrant and distinctive and inclusive global city at the heart of the City Region. Fairness and inclusivity will be at the heart of the City's growth. Development opportunities will have been maximised to create an economically prosperous city with sustainable communities and an outstanding and high quality natural and built environment'.

2.9.3 Chapter 14 of the LP is titled 'Sustainable Transport and Accessibility', which provides numerous policies and those relevant to this site are as follows:

- Policy TP1 - Improving Accessibility and Managing Demand for Travel;
- Policy TP5 - Cycling;
- Policy TP6 - Walking and Pedestrians;
- Policy TP8 - Car Parking and Servicing; and
- Policy TP9 - Public Transport.

2.10 Travel Plan Objectives

2.10.1 From consideration of national and local transport policy it is clear that TPs have an important role in reducing congestion, minimising the environmental impact of travel and in supporting healthy living. Clearly providing funding alone is insufficient to encourage the use of sustainable modes of transport; any funding should be accompanied by encouragement to use these modes and promotion of their benefits.

2.10.2 In line with the abovementioned policy and guidance, Breck consider that the TP should have the following objectives:

- Enable residents of the site and visitors to it to make sustainable travel choices that benefit themselves, their community and the environment;
- Design the development in such a way that it is accessible to all people regardless of any disability or impairment in order to enhance social inclusion;
- Raise awareness of the benefits of sustainable transport modes in terms of the benefits to individuals, local communities and the environment;
- Ensure that sustainable travel modes offer convenient options for door-to-door travel; and
- Ensure that sustainable travel choices are encouraged in the short term and continue to be used in the long term.

2.11 Summary

2.11.1 This section has outlined national and local transport policies and guidance which are applicable to the development site. The objectives of the TP have also been stated. How the site conforms to and complements these policies and guidance will be discussed in the following sections of this report, where relevant.

3 EXISTING SITUATION

3.1 Site Description

- 3.1.1 The application site is located in the Stockbridge ward of Knowsley, north of Huyton, and currently comprises a combination of archdiocese land and agricultural land. Historically, the site was occupied by St Dominic’s R.C Junior School, which was permanently closed and demolished in 2011.
- 3.1.2 Southdean Road forms the southern boundary of the site, with this frontage measuring circa 85m in length, the rear gardens of residential properties which front Ashbury Road form the eastern boundary and agricultural land forms the northern boundary. A combination of agricultural land and St Dominic’s R.C Church form the western boundary of the site.
- 3.1.3 The application site is located circa 3km to the north-west of Huyton town centre, 6km to the west of Prescot, 10km to the north-east of Liverpool city centre and 10km to the south-east of Kirkby.
- 3.1.4 The location of the site, in the context of the local highway network, is illustrated in Image 3.1 below.

Image 3.1: Site Location and Local Highway Network



Source: <https://www.openstreetmap.org/>

3.2 Pedestrian & Cycle Facilities

Pedestrian Facilities

- 3.2.1 As the site is located within an established urban area, the surrounding area has an extensive network of pedestrian infrastructure in the form of good quality footways, street lighting and uncontrolled and controlled crossings.
- 3.2.2 The site also benefits from being located in proximity to Mab Lane Community Woodland, which comprises a network of footpaths that provide a connection between Croxdale Road West and Stockbridge Village.
- 3.2.3 The Mab Lane Community Woodland footpaths also provide a connection to a shared foot/cycle path, which is located a short distance to the north of the site.

Cycle Facilities

- 3.2.4 Image 3.2, an extract from the 'Knowsley Network' cycle map provided on the Merseytravel website, shows the local cycle network in proximity to the site, with on-road signed cycle routes highlighted in yellow with dashed red outer lines, off-road cycle routes highlighted in brown with dashed black outer lines and streets subject to a 20mph speed limit highlighted in pink.

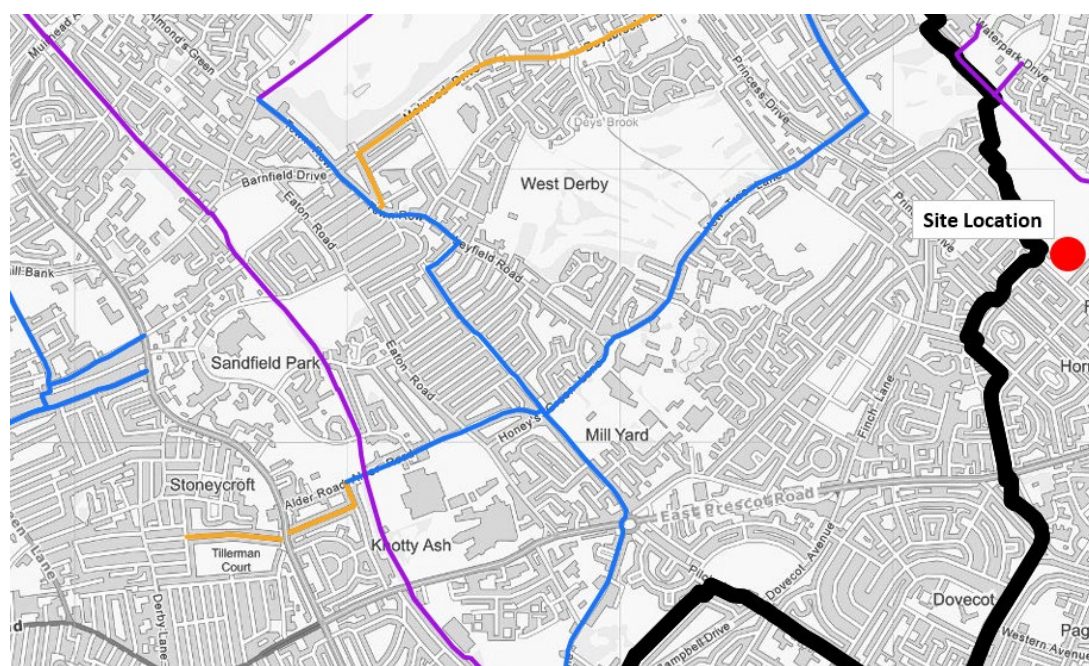
Image 3.2: Local Cycle Network (Knowsley)



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

- 3.2.5 It is evident from viewing Image 3.2 that the majority of the local roads are subject to a 20mph speed limit, thus, creating a safer and more supportive environment for cyclists navigating these roads.
- 3.2.6 To the south-east of the site, Endmoor Road and Altmoor Road form part of on-road signed cycle routes, while numerous off-road cycle routes are provided in the local area.
- 3.2.7 Image 3.3, an extract from the 'Liverpool Network' cycle map provided on the Merseytravel website, shows the local cycle network in proximity to the site, with on-road signed cycle routes highlighted in blue and off-road cycle routes highlighted in purple. The administrative boundary between Knowsley and Liverpool is shown by the thick black line.

Image 3.3: Local Cycle Network (Liverpool)



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

- 3.2.8 It is evident from viewing Image 3.3 that to the west of the site Yew Tree Lane and Mab Lane form part of an on-road signed cycle route.
- 3.2.9 An off-road cycle route is located to the north of the site, which can be accessed from Lordens Road. This same route is also shown in Image 3.2 and highlighted in brown with dashed black outer lines.
- 3.2.10 The off-road cycle route shown south-west of the site represents National Cycle Route (NCR) 62 and forms part of the Trans Pennine Trail, which runs along the Liverpool Loop Line and can be accessed from the A57 East Prescott Road, a circa 15-minute cycle ride from the site. NCR 62 provides connections from areas of the wider north Merseyside conurbation such as Southport, Maghull and Aintree to areas of the wider south Merseyside conurbation such as Childwall, Woolton and Halewood.

3.3 Local Highway Network

Southdean Road

- 3.3.1 As mentioned above, Southdean Road forms the southern boundary of the site, with this frontage measuring circa 85m in length.
- 3.3.2 Southdean Road is a residential street that has a two-way single carriageway. It provides a connection to Saxby Road to the north-west via a priority-controlled junction and to St David's Road to the south-east via a priority-controlled junction. Circa equidistant between these junctions, it provides a connection to Lordens Road via a priority-controlled junction, with dropped kerbs and tactile paving provided.
- 3.3.3 Saxby Road, St David's Road and Lordens Road all provide a connection between Southdean Road and Princess Drive.
- 3.3.4 To the north-west of its junction with Saxby Road, Southdean Road continues for a short distance before terminating for vehicular traffic. At its point of termination, a modal filter, in the form of a raised kerbed platform and bollards, is provided, which enables pedestrians and cyclists to continue to navigate the carriageway in both directions. To the north-west of the modal filter, Southdean Road changes to Callington Close.
- 3.3.5 Adjacent to the site frontage, Southdean Road measures circa 5.0m in width, while circa 2.0-3.0m wide footways are provided on both sides of the carriageway.
- 3.3.6 Southdean Road is subject to a 20mph speed limit, with speed humps provided along the carriageway in its entirety. Street lighting is provided.
- 3.3.7 The road was previously in regular use by school traffic. Several features from when St Dominic's R.C Junior School was open remain on the highway network, particularly sections of redundant guardrails at the former pedestrian access to the school.
- 3.3.8 In relation to the aforementioned Saxby Road, St David's Road and Lordens Road, all comprise footways on both sides of the carriageway, street lighting and are subject to a 20mph speed limit, with speed humps, cushions or raised tables provided.

Princess Drive

- 3.3.9 As mentioned above, Princess Drive is connected to Southdean Road via Saxby Road, St David's Road and Lordens Road.
- 3.3.10 Princess Drive operates as both a single carriageway and dual carriageway, providing a connection to Deysbrook Lane and Croxteth Hall Lane to the north-west via a signalised junction and to the A57 Liverpool Road and Stockbridge Lane to the south-east via a signalised junction. Where it forms a dual

carriageway, footpaths are provided across the central reserve, which enable pedestrians to cross the carriageway in a safe and convenient manner.

- 3.3.11 Its junction with the A57 Liverpool Road and Stockbridge Lane comprises pedestrian facilities (dropped kerbs, tactile paving, red and green men, pedestrian islands and guard railing), which aids the movement of people across all arms of the junction.
- 3.3.12 Circa 2.0-3.0m wide footways are provided on both sides of the carriageway, with wide grass verges providing separation between the two.
- 3.3.13 Princess Drive is subject to a 30mph limit, while street lighting is provided.
- 3.3.14 Bus stops are provided on Princess Drive, with further details regarding these stops and their associated services provided in Section 5.

Strategic Highway Network

- 3.3.15 As mentioned above, Princess Drive provides a connection to the A57 Liverpool Road.
- 3.3.16 To the north-east of its junction with Princess Drive and Stockbridge Lane, the A57 Liverpool Road provides a connection to junction 2 of the M57 and beyond to Prescot. It also provides a connection to junction 3 of the M57 via the A526 Seth Powell Way. The M57 itself provides a connection to the M58 and M62 to the north-west of south-east respectively.
- 3.3.17 To the south-west, it changes to the A57 East Prescot Road and facilitates connections between Liverpool city centre and the areas of Huyton, Dovecot and Knotty Ash.

4 DEVELOPMENT PROPOSAL

4.1 Development Description

4.1.1 Breck is seeking full planning permission for the construction of 136 affordable dwellings, located to the north of Southdean Road, Stockbridge, Knowsley.

4.1.2 The proposed schedule of accommodation is as follows:

- 30 x 1 bed apartments;
- 9 x 1 bed bungalows;
- 26 x 1 bed maisonettes;
- 6 x 2 bed apartments;
- 2 x 2 bed bungalows;
- 18 x 2 bed houses;
- 37 x 3 bed houses; and
- 8 x 4 bed houses.

4.1.3 The proposed site layout (PSL) has been prepared by Breck and forms part of the supporting documentation for the planning application.

4.2 Access Strategy

4.2.1 The site will be served by a single priority-controlled junction on Southdean Road, which will be located at the north-western end of the site frontage.

4.2.2 The proposed vehicular access will comprise a 5.5m wide carriageway, 6m corner radii and 2 x 2m wide footways which will connect to the existing footway provision on the northern side of Southdean Road. Dropped kerbs and tactile paving will also be provided on both sides of the access road where it connects with Southdean Road.

4.2.3 To the north and south of the proposed vehicular access, visibility splays of 2.4m and 43m have been provided, this being MfS compliant for roads subject to a 30mph speed limit. It is important to note that Southdean Road is subject to a 20mph speed limit, thus, the visibility splays should be considered to be robust. Any vegetation encroaching on the visibility splays will be removed or cut-back.

4.2.4 The main access road will extend to the northern boundary of the site, with this envisaged to provide secondary access to the *North Huyton Phase 5* scheme. The access road has been located close to the St Dominic's R.C Church car park as this location allows a fairly direct alignment to the *North Huyton Phase 5* scheme. The proximity to the church car park's access will not pose any issues given that the use of the church car park is understood to be occasional and it only provides access to 7 car parking spaces. Furthermore, as part of the access strategy, the proposed footway on the northern side of the

access will be extended across the church car park access, while a dropped kerb will also be provided, thereby forming a vehicular crossover to the church car park.

4.2.5 The existing speed hump on Southdean Road close to the proposed site access will be removed and replaced with the same feature to the north-west of the access.

4.2.6 The proposed access strategy is shown on Drawing P25075-001A in Appendix C of the TA.

4.3 Internal Layout

4.3.1 From the proposed vehicular access on Southdean Road, the 5.5m wide access road will extend through the site in its entirety and provide access to the majority of the proposed dwellings.

4.3.2 Internal secondary roads and shared drives will be provided off the main access road, enabling vehicular access to a number of houses and all maisonettes, while the two car parks associated with the apartment blocks will also be provided off the main access road.

4.3.3 A total of 9 houses will front and have direct driveway access from Southdean Road.

4.3.4 Traffic calming will be provided throughout the site in the form of raised tables.

4.3.5 The 5.5m carriageway width and 2.0m wide footways will be provided throughout the majority of the site with the internal residential road layout offered for adoption.

4.4 Off-Site Pedestrian/Cycle Improvements

4.4.1 Within its scoping response, LCC Highways stated that:

'Drop kerbs and tactile paving should be introduced at Seacroft Road and Burtree Road, and at Burtree Road (inset crossing) with Princess Drive. This improves the walking routes to the west of the site.'

4.4.2 The Applicant is willing to provide the requested off-site pedestrian improvements at the Princess Drive/Burtree Road junction (inset crossing). However, it is questionable as to whether residents of the site would cross at the Burtree Road/Seacroft Road junction as residents of the site are likely to be travelling along the footway on the eastern side of Burtree Road, not the western side, so they would not actually cross Seacroft Road. Furthermore, they are more likely to travel along Saxby Road to/from Princess Drive than along Burtree Road.

4.4.3 Within its scoping response, LCC Highways also stated that:

'A modal filter for pedestrian and cycle movements should be considered and could therefore be introduced at the northernmost point of the site, which can connect to the wider North Huyton Phase 5 scheme. This would in turn improve connections to wider

bus services. In addition, the existing closure between Callington Close and Snowberry Road can be upgraded into a modal filter also.'

- 4.4.4 Since the submission of the SN, the PSL has been updated and currently shows the main access road, including its footways, extending to the northern boundary of the site, with this envisaged to provide access to the *North Huyton Phase 5* scheme. As such, a modal filter at this location is not considered necessary.
- 4.4.5 The Applicant is willing to upgrade the existing closure between Callington Close and Snowberry Road to a modal filter, which will be beneficial for existing residents of the local area, as well as future residents associated with the proposed development, particularly for trips to/from Mab Lane Primary School. The improvement may be as simple as removing the wall and railings. Prime are happy to discuss this improvement in more detail with LCC.

4.5 Car Parking Provision

- 4.5.1 The maximum parking standards for C3 residential developments are set out in KMBC's *Ensuring a Choice of Travel SPD*. For 'other areas' - which includes the application site, the relevant standards are as follows:

- 1 bed dwellings - 1 parking space;
- 2-3 bed dwellings - 2 parking spaces; and
- 4+ bed dwellings - 3 parking spaces.

- 4.5.2 Applying the above maximum parking standards to the proposed development results in the below listed maximum parking provision:

- 30 x 1 bed apartments - 30 parking spaces;
- 9 x 1 bed bungalows - 9 parking spaces;
- 26 x 1 bed maisonettes - 26 parking spaces;
- 6 x 2 bed apartments - 12 parking spaces;
- 2 x 2 bed bungalows - 4 parking spaces;
- 18 x 2 bed houses - 36 parking spaces;
- 37 x 3 bed houses - 74 parking spaces;
- 8 x 4 bed houses - 24 parking spaces; and
- Total - 215 parking spaces.

- 4.5.3 The proposed development will provide 195 formal car parking spaces, distributed across private driveways and car parks. While this is slightly below the KMBC maximum standards, it aligns with the flexibility permitted under the SPD, which states:

'In all areas there may be instances where provision should be less than the maximum specified for example where a site is particularly accessible by modes of transport other than the private car.'

4.5.4 As highlighted in Section 5 below, the proposed development is located in a sustainable location in terms of public transport and the accessibility of local amenities.

4.5.5 For the apartments, 10% of the overall spaces in each car park will be allocated as accessible spaces, thus, the 24-space car park will comprise two accessible spaces and the 12-space car park will comprise one accessible space. Both car parks for the apartments will have 6.0m wide aisles, 2.5m x 5.0m wide spaces and 1.2m wide safety zones on one side and one end of the accessible spaces.

4.6 Cycle Parking Provision

4.6.1 For the proposed houses, secure and sheltered bicycle storage areas will be provided in the rear gardens of each property, which will be able to accommodate at least two bicycles.

4.6.2 For the proposed maisonettes, one space per property will be provided, with all 26 bicycles spaces to be provided in two secure and sheltered bicycle storage areas.

4.6.3 Similarly, for the proposed apartments, one cycle space per property will be provided. All 36 bicycle spaces will be provided in three secure and sheltered bicycle storage areas.

4.6.4 Also, two Sheffield stands will be located at the front of each apartment block, providing 12 naturally overlooked cycle parking spaces for visitors.

4.7 Electric Vehicle Charging

4.7.1 The Applicant will provide an appropriate level of electric vehicle charging facilities within the site, compliant with the Building Regulations Approved Document S *Infrastructure for the charging of electric vehicles*.

4.8 Summary

4.8.1 As described in this section, the development proposals will conform to national and local policy guidance, with the design of the access road conforming to the guidance of MfS, while also meeting Strategic Objectives 2 and 6 of the Knowsley LPCS, Strategic Objectives 2, 8 and 19 of the Knowsley UDP and conforming to the policies associated with the Liverpool LP.

4.8.2 The design principles help the site to conform to NPPF guidance including paragraph 115 in terms of creating *'safe and suitable access'*, paragraph 117 in giving priority to pedestrian and cycle movements and creating safe and attractive places which minimise conflicts between traffic and cyclists or pedestrians.

5 ACCESS BY SUSTAINABLE MODES

5.1 Introduction to Sustainable Modes of Transport

5.1.1 National and local transport planning policy centres on the importance of sustainable development, meaning that new developments should be located in areas where there is access to sustainable modes of travel, or where sustainable modes of travel can be introduced. *NPPF* defines sustainable transport modes as:

‘Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra-low and zero emission vehicles, car sharing and public transport.’

5.1.2 Walking, cycling and public transport are commonly regarded to be the most sustainable modes of transportation. This section of the report will describe how the site can be accessed by these modes.

5.2 Access on Foot

5.2.1 The site is located within an established urban area in the Stockbridge ward of Knowsley adjacent to Page Moss and Liverpool’s Yew Tree ward. As such, the surrounding area has an extensive network of pedestrian infrastructure in the form of good quality footways, street lighting and uncontrolled and controlled crossings, all of which create an environment conducive to walking and should help encourage future residents to travel to and from the site via foot.

5.2.2 As mentioned in Section 4, dropped kerbs and tactile paving will be provided at the Burtree Road/Seacroft Road junction and Princess Drive/Burtree Road junction, while the existing closure between Callington Close and Snowberry Road will be upgraded to a modal filter. These off-site pedestrian/cycle improvements will be beneficial for existing residents of the local area and future residents associated with the proposed development.

5.2.3 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution of Highways and Transportation (CIHT) document entitled *Providing for Journeys on Foot* (2000) suggests walking distances which are relevant to this application. These distances are shown in Table 5.1.

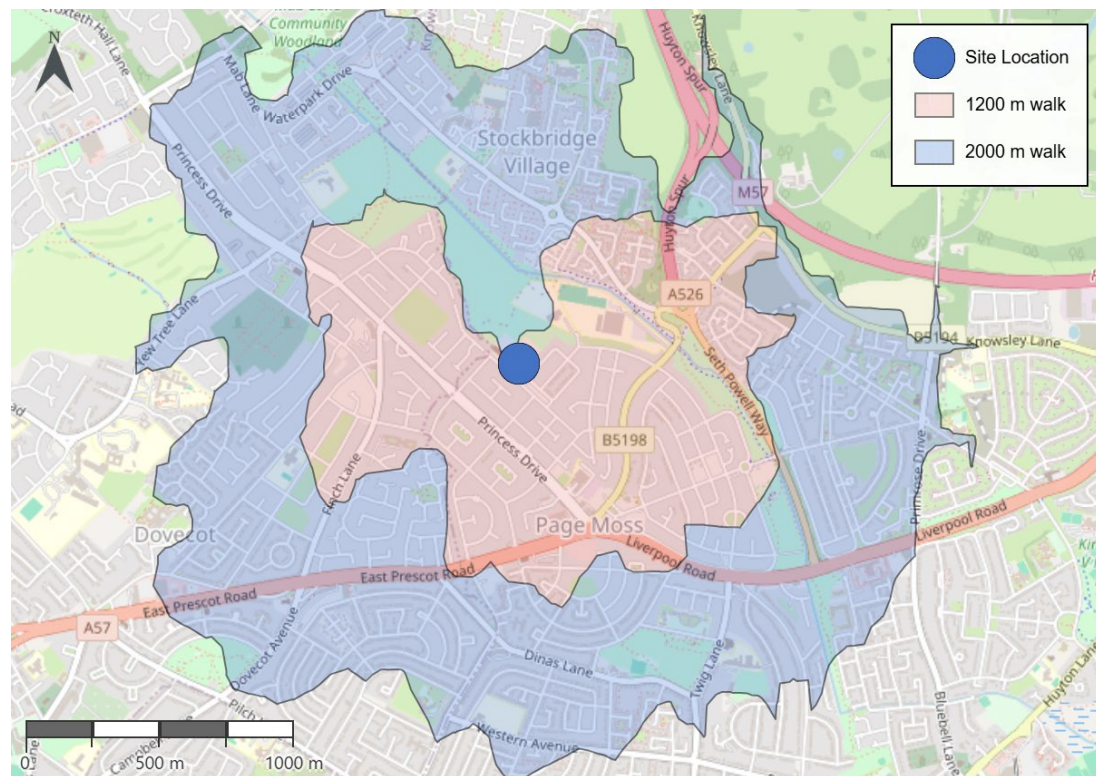
Table 5.1: Suggested Acceptable Walking Distances

Criteria	Town Centres (m)	Commuting/School/ Sightseeing (m)	Elsewhere/Local Services (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

Source: CIHT Document *‘Providing for Journeys on Foot’* (2000)

- 5.2.4 In order to highlight the site's accessibility on foot, an indicative walking isochrone has been produced using Geographic Information System (GIS) software.
- 5.2.5 Figure 5.1 represents the site's walking catchment with the CIHT's 'Preferred Maximum' distance of 1,200m for local services trips and 'Preferred Maximum' distance of 2,000m for commuting/school trips illustrated.

Figure 5.1: Walking Isochrone



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- 5.2.6 The site is located within an established urban area, so as expected a very good range of amenities and services can be reached via foot.
- 5.2.7 As mentioned in Section 3, St Dominic's R.C Church is located directly to the west of the site.
- 5.2.8 From the site, the CIHT's 'Preferred Maximum' walking distance of 1,200m for local service trips includes Princess Drive/Finch Road shops, Liverpool Road Retail Park and Liverpool Road shops, thus, one or more of a supermarket, newsagent, Post Office, takeaway, health centre, dental practice, pharmacy, barber shop and more are within a reasonable walking distance from the site. In addition, numerous bus stops are also located in proximity to the site on Princess Drive and Stockbridge Lane.
- 5.2.9 From the site, the CIHT's 'Preferred Maximum' walking distance of 2,000m for commuting and school trips includes a Nisa Extra and Aldi supermarket, while a Tesco supermarket is located just outside of this catchment, all of which may provide employment opportunities for future residents of the site. A number of primary schools are located within the 2,000m catchment including the nearby Hope

Primary School and Mab Lane Primary School, as well as Playtots Pre School and Knowsley Community College.

- 5.2.10 Given the evidence presented above, walking can be considered to be a realistic and viable method of travel indicating that the site's location is accessible via this sustainable mode.

5.3 Access by Cycle

- 5.3.1 It is widely recognised that cycling can offer an attractive alternative to short car trips, particularly those under 8km, but also as part of longer journeys by public transport.

- 5.3.2 The CIHT document *Cycle Friendly Infrastructure* (2004) states in paragraph 2.3 that:

'Three quarters of journeys by all modes of travel are less than five miles (8km) and half under two miles (3.2km) (DoT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person.'

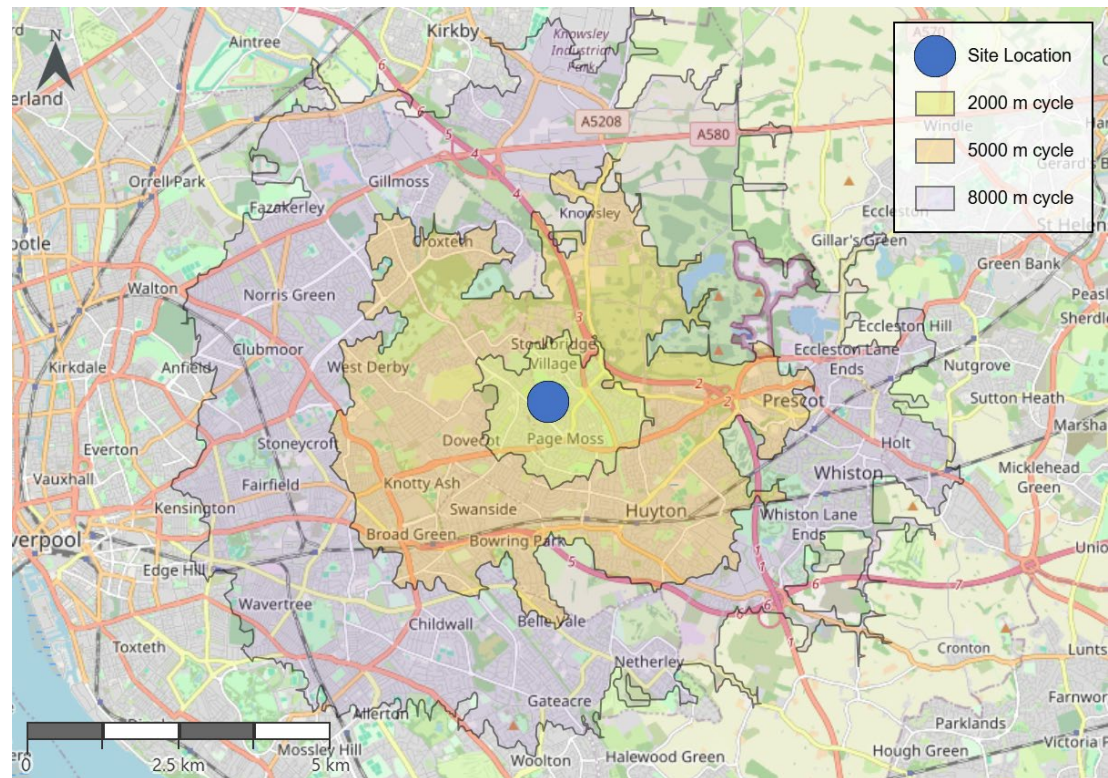
- 5.3.3 Local Transport Note 1/20 *Cycle Infrastructure Design* states similar, that:

'Two out of every three personal trips are less than five miles [8km] in length - an achievable distance to cycle for most people.'

- 5.3.4 As shown in Image 3.2 and 3.3 in Section 3, many of the local roads are subject to a 20mph speed limit with traffic calming, thus, creating a safer and more supportive environment for cyclists navigating these roads. Furthermore, some of the local roads form part of on-road signed cycle routes and off-road cycle routes.

- 5.3.5 Also, as mentioned throughout this report, the existing closure between Callington Close and Snowberry Road will be upgraded to a modal filter, which will be beneficial for existing residents of the local area and future residents associated with the proposed development who choose to travel via cycle along this route.

- 5.3.6 Figure 5.2 represents the site's cycling catchment.

Figure 5.2: Cycling Isochrone

© OpenStreetMap contributors

- 5.3.7 Figure 5.2 illustrates that almost the entirety of Huyton, the settlements of Prescot and Knowsley Village and a large section of north Liverpool are within a 5,000m cycle ride from the site. Also, both Roby train station and Huyton train station are located within the 5,000m catchment and can be reached within a circa 8-minute and 11-minute cycle ride from the site respectively.
- 5.3.8 The 8,000m catchment includes as far as Aintree to the north, Kensington to the west and Gateacre to the south. Also located within this catchment are Whiston and Kirkby, as well as Knowsley Industrial Park.
- 5.3.9 It is evident that there is a considerable range of local amenities, places of employment, places of education, towns and district centres within the cycle catchment.
- 5.3.10 Given the evidence presented above, cycling can be considered a realistic and viable method of travel indicating that the site's location is accessible via this sustainable mode.
- 5.3.11 Clearly the site location and the surrounding infrastructure will mean that travel on foot and by cycle will be realistic and convenient modes of travel for future residents of the site. The potential numbers of walking and cycling trips that the site will generate will be discussed in Section 6, but clearly the scale of the site is not such that it will disadvantage existing pedestrians and cyclists.

5.4 Access by Local Bus Services

- 5.4.1 The CIHT document '*Planning for Public Transport in Developments*' (1999) recommends a walking distance of up to 400m to bus waiting facilities from new developments, which is equivalent to a five-minute walk based on circa 1.4m/s walking speed.
- 5.4.2 As mentioned throughout this report, there are bus stops provided on Princess Drive, with the nearest stops located adjacent to its junction with Lordens Road, both of which are located circa 300m from the site.
- 5.4.3 Further bus stops, which provide access to additional services, are provided on Stockbridge Lane, both of which are located circa 500m from the site.
- 5.4.4 The nearest Princess Drive bus stops provide flag and timetable information, a raised boarding area, with the north-westbound stop also comprising seating and shelter to protect waiting passengers from inclement weather.
- 5.4.5 In relation to the Stockbridge Lane bus stops, both stops comprise timetables, seating and shelter, with the northbound stop also comprising a raised boarding area and a bus cage.
- 5.4.6 Within its scoping response, LCC Highways stated that '*the closest bus stops at Princess Drive should also be upgraded with accessible kerbs installed to their footprints*'. As mentioned above, the nearest Princess Drive bus stops, which are located adjacent to Lordens Road, currently comprise accessible kerbs, thus, the Applicant is willing to upgrade the north-westbound 'Burtree Road' bus stop and south-eastbound 'Saxby Road' bus stop to include accessible kerbs. These improvements will be beneficial for existing residents of the local area, as well as future residents associated with the proposed development.
- 5.4.7 Table 5.2 summarises the services that can be accessed at these bus stops. The information below has been obtained from Traveline (<https://www.traveline.info>).

Table 5.2: Summary of Bus Services

Service	Route	Weekday			Weekend	
		AM	Inter	PM	Saturday	Sunday
3/3A	Huyton - Liverpool John Lennon Airport	2 morning services	No service	No service	1 morning service	No service
12/13	Liverpool City Centre - Liverpool City Centre (Circular)	3-4/hr	3-4/hr	3-4/hr	3-4/hr	2-3/hr
102	Aintree University Hospital - Huyton	1/hr	1/hr	1/hr	1/hr	No service
217	Bootle - Halewood	1-3/hr	2/hr	2/hr	1-2/hr	1/2hr
258	Stockbridge Village - Stockbridge Village (Circular)	1-2/hr	1-2/hr	1-2/hr	1-2/hr	No service
898	Huyton - Huyton (Circular)	1/hr	1/hr	1/hr	1/hr	1/hr
899	Huyton - Huyton (Circular)	1/hr	1/hr	1/hr	No service	No service

5.4.8 The above table demonstrates that the bus services which run in proximity to the site provide convenient, frequent connections to destinations across Liverpool in its entirety, including Liverpool city centre.

5.4.9 The 611 Dixons Broadgreen Academy and 698 St John Bosco Arts College school bus services also operate at the aforementioned bus stops located on Princess Drive and Stockbridge Lane.

5.4.10 Given the proximity of the bus stops and the high frequency of the services, bus travel is therefore considered to be a viable mode of transport and provides a convenient choice for future residents of the site.

5.5 Access by Rail

- 5.5.1 As established earlier in this section, Roby train station is located within an accessible cycling distance from the site and can be reached within a circa 8-minute cycle ride.
- 5.5.2 Roby train station is managed by Northern Trains and provides multiple direct services throughout the day to Wavertree Technology Park (circa 6 minutes), Liverpool Lime Street (circa 15 minutes), St Helens Central (circa 16 minutes), Wigan North Western (circa 34 minutes), Manchester Oxford Road (circa 48 minutes) and Manchester Piccadilly (circa 52 minutes), as well as other destinations.
- 5.5.3 The station provides a ticket office, ticket machines and customer help points.
- 5.5.4 A total of 8 cycle parking spaces, covered by CCTV, are also available at the station, which may encourage some future residents of the site to travel to and from the station by cycle.
- 5.5.5 Huyton train station is also located within an accessible cycling distance from the site and can be reached within a circa 11-minute cycle ride. The station sits on the same line as Roby, thus, it provides multiple direct services to the destinations listed in paragraph 5.5.2 above, however, it also provides direct services to additional destinations such as Preston (circa 46 minutes) and Blackpool North (circa 1 hour 9 minutes).
- 5.5.6 The station provides a car park, which comprise a total of 10 spaces, as well as a ticket office, ticket machines and customer help points.
- 5.5.7 A total of 12 cycle parking spaces are also available at the station, which may encourage some future residents of the site to travel to and from the station by cycle.
- 5.5.8 It should be noted that the 3A bus service, which operates from the local bus stops, enables passengers to travel to Roby train station, as well as to Huyton bus station which is a short walking distance from Huyton train station.
- 5.5.9 The short car journey to both stations should be considered a sustainable trip when the train is chosen for mid to long distance trips.

5.6 Minimum Accessibility Standards Assessment (MASA)

- 5.6.1 The Minimum Accessibility Standards Assessment (MASA) requires a score to be given for all developments based on the land use type, scale, location and facilities provided.
- 5.6.2 A residential development of this size is classified in MASA terms as 'Major'. Given the number of proposed dwellings and the site's location in a well-established urban area, the minimum required scores are as set out below in Table 5.3.

Table 5.3: Minimum Required MASA Scoring

Development Type, Location, Size	Minimum score for walking	Minimum score for cycling	Minimum score for public transport	Minimum score for vehicle access / parking
C3 - Dwelling Houses, 'Other Urban', 'Major'	4	5	5	1

5.6.3 A summary of the scoring awarded is provided in Table 5.4, while the MASA is provided in full in Appendix D of the TA.

Table 5.4: MASA Scoring Results

Development Type, Location, Size	Minimum score for walking	Minimum score for cycling	Minimum score for public transport	Minimum score for vehicle access / parking
C3 - Dwelling Houses, 'Other Urban', 'Major'	4	4	6	1

5.6.4 Tables 5.3 and 5.4 demonstrate that the development proposals meet or exceed the minimum scoring requirements for the walking, public transport and parking MASA categories for 'Major' developments.

5.6.5 The shortfall in the cycling category is due to the development proposals not being located within 400m of an existing or proposed cycle route, however, it important to note that an off-road cycle route and on-road cycle route are located circa 640m and 965m from the site respectively.

5.7 Summary

5.7.1 This section of the report has demonstrated that the site is in a sustainable location where a range of local amenities, employment opportunities and educational establishments are within acceptable walking and cycling distances.

5.7.2 In respect of bus travel, the bus services which operate in proximity to the site enable passengers to commute to and from various destinations across Liverpool in its entirety, including Liverpool city centre.

5.7.3 Roby train station and Huyton train station, both of which are accessible via bicycle and bus, also enable passengers to travel to and from several destinations including Wavertree Technology Park, Liverpool Lime Street, St Helens Central, Wigan North Western, Manchester Oxford Road, Manchester Piccadilly, Preston and Blackpool North, as well as other destinations.

- 5.7.4 A key theme of national and local transport planning policy is that development should be located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. As detailed in Section 2, the NPPF states that *'significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes'*, as well as providing *'safe and suitable'* access for all.

6 TARGETS

6.1 Introduction

6.1.1 In order for TP measures to be successfully adopted, it is important to set achievable but challenging targets that can be monitored and reviewed at regular intervals. It is difficult to set targets at this stage, as they need to be based on the actual travel characteristics of the site, which will not be known until a baseline travel survey has been arranged following an agreeable level of occupation. However, as the Applicant has a commitment to sustainable travel and the TP process, some initial targets can be set based on census data for the local area.

6.2 Vehicular Trip Generation

6.2.1 As part of the suggested scope of assessment presented in the original SN, which was submitted to KMBC and LCC on 31st July 2025, Prime utilised the TRICS 7.11.4 database to derive peak hour trip rates. However, this version of the software ceased on 1st September 2025, being replaced by a new version titled TRICS 8.25.6.

6.2.2 Given the update in the TRICS software, in order to determine the traffic generation associated with the proposed development, the TRICS 8.25.6 database has been used. This industry-standard database contains traffic generation surveys of numerous sites of various land use types across the UK and Eire.

6.2.3 The full reports of the TRICS data and selection process are provided in Appendix E of the TA.

6.2.4 The derived trip rates were then applied to the 136 dwellings resulting in the trip generation, with the likely level of traffic generated in both the AM and PM peak periods shown in Table 6.1.

Table 6.1: Peak Hour TRICS Derived Trip Rates and Trip Generation for 136 Dwellings - Affordable/Local Authority Houses

Time	Trip Rates			Trip Generation		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
08:00-09:00	0.109	0.230	0.339	15	31	46
17:00-18:00	0.227	0.161	0.388	31	22	53

6.2.5 The above table shows that the proposed development is likely to generate in the region of 46 two-way trips in the AM peak and 53 two-way trips in the PM peak, which equates to a vehicle movement every circa 1.0-1.5 minutes during the busiest two hours of the day.

6.2.6 It should be noted that no allowance has been made for any future reduction in car travel based on any potential increased use of sustainable modes of travel.

6.3 Multimodal Trip Generation

- 6.3.1 The number of non-car trips likely to be generated by the site has been forecast using 2011 Census Method of Travel to Work (MTW) data. The 'Knowsley 008 (E02001334)' MSOA has been selected, as it comprises the site and the surrounding area. The trip ends for each method of travel have been downloaded from Nomis (<http://www.nomisweb.co.uk>).
- 6.3.2 Several of the transport mode categories have been manually removed from the data for reasons including it being unrealistic that they will be used by residents of the site (i.e. underground); or that they will not generate a trip (i.e. not in employment).
- 6.3.3 As the vehicular trips were calculated using TRICS, factors have been derived between them and the census car driver trips (693). The factors equate to 6.6% and 7.6% in the respective AM and PM peaks. They have then been applied to the other census modes to forecast the likely number of multimodal trips generated by the site.
- 6.3.4 Table 6.2 provides the forecast multimodal trips.

Table 6.2: Forecast Multimodal Person Trips Based on Census MTW

Method of Travel to Work	Census Trips	Mode %	AM Trips	PM Trips
Work mainly at or from home	75	4.5%	5	6
Train	30	1.8%	2	2
Bus, minibus or coach	489	29.1%	32	37
Driving a car or van	693	41.3%	46	53
Passenger in a car or van	164	9.8%	11	13
Bicycle	29	1.7%	2	2
On foot	198	11.8%	13	15
Trips Excluding WFH	1,603	-	106	122
All Modes	1,678	100%	111	128
		<i>Factors</i>	<i>6.6%</i>	<i>7.6%</i>

- 6.3.5 Based on the figures in Table 6.2, the site is forecast to generate 106 and 122 total people physical trips in the AM peak and PM peak respectively, with around 5-6 people working from home, although this figure is likely to be higher given the increase in working from home and flexible working patterns following the Covid-19 pandemic.
- 6.3.6 Following driving a car being the most common method of travel likely to be used by residents of the site, trips via bus travel are expected to account for 32 trips in the AM peak and 37 trips in the PM peak, walking trips are expected to account for 13 trips in the AM peak and 15 trips in the PM peak, car passenger trips are expected to account for 11 trips in the AM peak and 13 trips in the PM peak, while trips via train travel and bicycle are each expected to account for 2 trips in each peak.

6.4 Modal Shift Targets

- 6.4.1 In line with national travel plan guidance, targets should be SMART (Specific, Measurable, Achievable, Realistic and Time-bound). At this stage in the TP process, the most suitable way to set targets will be to suggest a reduction in car or van driver trips with an increase in trips on foot, bike, bus, train, as a passenger in a car or van trips, as well as car sharing and an increase in working from home.
- 6.4.2 It is recognised that achieving a 10% reduction in car or van driver trips is both a realistic and ambitious target. This reduction is proposed to be reallocated proportionally across the identified sustainable modes of transport, based on their current modal share.
- 6.4.3 Table 6.3 displays the development's initial targets using the average of the AM and PM peak forecast modal splits shown in Table 6.2 as the base. The green font represents a percentage increase with the red font representing a percentage decrease. It is considered that these initial targets should be achieved within five years of full occupation of the site.

Table 6.3: Modal Split Targets for Five Years Post Occupation

User Class	Mode %	Target	
		5%	10%
Work mainly at or from home	4.5%	4.9%	5.2%
Train	1.8%	1.9%	2.1%
Bus, minibus or coach	29.1%	31.6%	34.1%
Driving a car or van	41.3%	36.3%	31.3%
Passenger in a car or van	9.8%	10.6%	11.4%
Bicycle	1.7%	1.9%	2.0%
On foot	11.8%	12.8%	13.8%
Total People	100%	100%	100%

- 6.4.4 Table 6.3 presents targets of up to 5.2% of people to be working from home, 34.1% as a bus passenger, 13.8% to be travelling on foot, 11.4% as a car or van passenger, 2.1% as a train passenger and 2.0% via bicycle, with a reduction in driving a car or van to 31.3%.
- 6.4.5 It is recommended that the initial targets be adjusted based on the baseline travel survey as this will provide more accurate, up-to-date and site-specific travel patterns rather than using census derived modal split data.

7 MEASURES

7.1 Introduction

- 7.1.1 It is important that TP measures are appropriate for the development and have realistic potential to influence the increased uptake of sustainable modes of transportation. It is also important that they can influence people in the short, medium and long term.
- 7.1.2 Not only should the measures be realistic, but it is important that resources are made available to help achieve them. Therefore, the roles and responsibilities of all parties involved, particularly the eventual TP Co-ordinator for the site, should be presented, discussed and agreed at the earliest opportunity.
- 7.1.3 This section will present potential measures to help achieve the targets set in Section 6. Some of these measures will be collective and apply to all modes of sustainable transport while others will be specific to each mode.

7.2 Reducing the Need to Travel

- 7.2.1 Section 5 of this TP has described how the site is well-located in terms of being within walking and cycling distance to local amenities. It also demonstrated how the local bus and rail services may provide a viable and convenient mode of travel for some residents. Furthermore, the site's access strategy, particularly with regards to its permeability for pedestrians, maximises the potential for the attractiveness of travel via sustainable modes by providing convenient connections along natural desire lines.
- 7.2.2 Sections 4 and 5 have stated that the existing and proposed local highway network is/will be conducive to walking, with well-lit footways for pedestrians.
- 7.2.3 Development of the site could also see an increase in working from home given improvements in home telecommunications, such as broadband and video calling, and information technology, including cloud computing and the increase in '.com' industries. The travel restrictions imposed during the Covid-19 pandemic saw a considerable increase in working from home, with many employers likely to be further supportive of working from home on a full or part-time basis. Breck is likely to incorporate home working facilities into the properties.
- 7.2.4 In addition, the emergence of home deliveries from large supermarkets and online retailers has the potential to further reduce the need for travel. There is an opportunity for Breck to promote these alternatives and raise awareness of the potential time, cost and environmental savings of home deliveries, both in relation to the large supermarket chains including Sainsbury's, Asda, Tesco, Morrisons and Waitrose, as well as online retailers such as Ocado and Amazon. Many of these retailers allow purchases to be delivered on a specific day and some between a specific time window to ensure

that someone is home to accept the delivery. Alternative delivery addresses and locations can also often be specified.

7.3 Welcome Packs

7.3.1 Welcome packs will be provided for each new residence upon first occupation and will be produced by Breck potentially with input from KMBC. These packs will be essential to educating and informing future residents of both the sustainable transport modes available to them and the benefits they can have for them and their families including time and cost savings, supporting a healthy lifestyle and minimising their carbon footprint. They are therefore essential to the promotion of what this TP aims to achieve. Typically, the content of such welcome packs include:

- Introduction to the TP concept dealing with objectives and benefits;
- Educational literature on the health benefits of walking and cycling and the environmental benefits of sustainable modes of transport;
- Maps highlighting local walking and cycling routes and catchment plans indicating typical walking and cycling times to key destinations;
- Public transport route maps and timetables; and
- Details of the TP Co-ordinator.

7.4 Other Methods of Awareness Raising and Marketing

7.4.1 Aside from welcome packs, there are other effective ways to raise the awareness of and market the benefits of sustainable travel including:

- Personalised travel planning for families and individuals, often arranged by the TP Co-ordinator;
- Establishment of local sustainable transport forums or groups where issues can be shared and solutions discussed. This could be at physical meeting or by using social media with website such as *X* (formerly *Twitter*), *Facebook* and *Nextdoor* having mass appeal and membership, yet having localised content and discussion groups; and
- Promotion of events such as *National Bike Week* and *Living Street's* series of walking events including *Walk to Work Week* and *Walk to School Week*.

7.5 Measures to Encourage Walking

7.5.1 Walking is considered to be the most sustainable and accessible mode of travel. It also has the benefit of zero carbon emissions and significant health benefits, with doctors recommending 150 minutes of activity per week to keep your body healthy and prevent illness including heart disease, cancer and diabetes (<https://www.nhs.uk/live-well/exercise/>). The 150 minutes could be achieved by walking leisurely for 30 minutes per day, five days a week, or briskly for 10 minutes per day (<https://www.nhs.uk/live-well/exercise/walking-for-health/>).

7.5.2 Furthermore, recent research from the University of Cambridge has discovered that just a brisk 20-minute walk each day, burning between 90 and 110 calories, could reduce the risk of premature death by between 16-30% for inactive individuals (<http://www.cam.ac.uk/research/news/lack-of-exercise-responsible-for-twice-as-many-deaths-as-obesity>).

7.5.3 Potential measures to encourage walking include the following:

- Raise awareness of the health benefits of walking for all ages of people of fair health, emphasising how it is a cost-effective alternative to other exercise methods such as gym membership and does not involve a considerable change to people's day-to-day lifestyles;
- Promote Merseytravel website (<https://www.merseytravel.gov.uk/active-travel/walking/>);
- Promote the local walking routes available (through welcome packs); and
- Promotion of a 'walking buddy' scheme (through welcome packs and social media).

7.6 Measures to Promote Cycling

7.6.1 Like walking, cycling is sustainable and accessible. It has the benefits of zero carbon emissions and has significant health benefits.

7.6.2 The NHS website (<https://www.nhs.uk/live-well/exercise/>) suggests that adults should do at least 150 minutes of moderate intensity activity a week, such as riding a bike, or 75 minutes of vigorous intensity activity a week such as riding a bike at speed or on hills. Therefore, like walking, this could be broken down into 30-minutes five days a week, or a 30-minute bike ride could contribute towards the recommended weekly activity target.

7.6.3 We are Cycling UK (<https://www.cyclinguk.org/>) outlines the following 10 reasons why cycling is good for you:

- Reduces the risk of cancer by 45%;
- 46% lower risk of cardiovascular disease;
- Boosts immunity;
- Good for your waistline;
- Cycling fights the aging process;
- Cuts depression by up to a third;
- 95% of people we interviewed for our Rides of Way survey said it helped with their mental health;
- Helps reduce air pollution;
- Reduces asthma in children; and
- Saves money.

- 7.6.4 The website also makes the pertinent point that cycling has broad appeal with young and old, the able-bodied and people with disabilities who can all enjoy cycling with the right equipment. It is expected that Breck will include provision for cycle storage for each dwelling.
- 7.6.5 Potential measures to encourage cycling include the following:
- Raise awareness of the health benefits of cycling for all ages of people with fair health, again emphasising how it is a cost-effective alternative to other exercise methods and promoting the 'fun' element of cycling;
 - Promote Merseytravel website (<https://www.merseytravel.gov.uk/active-travel/cycling/>);
 - Promote the local cycling routes available and cycle storage facilities at key destinations such as in district centres (through welcome packs);
 - Promotion of events such as *National Bike Week* (<https://www.cyclinguk.org/bikeweek/>);
 - Promotion of a Bicycle User Group (BUG) (through welcome packs and social media), which could include cycle proficiency courses;
 - Discounts on cycles and cycle accessories from local retailers;
 - Encouragement of residents to check with their employers to see if they offer a cycle to work scheme; and
 - Promotion of other useful cycling websites (through welcome packs and social media) such as <https://www.sustrans.org.uk/>, <https://www.cyclinguk.org/> and <https://www.lovetoride.net/uk?locale=en-GB>.

7.7 Measures to Encourage Public Transport Use

- 7.7.1 Public transport use and accessibility is an important element of TPs. Bus and rail transport can often be effective options for many trip types, particularly mid to long distance journeys. Section 5 of this report has demonstrated that bus and rail travel should be suitable and convenient modes of transport for some residents of the site.
- 7.7.2 The key measure to promote public transport use will be through the provision of route and timetable information in welcome packs and at the stops themselves. Discount tickets or other fare incentives, as mentioned above, could be provided in welcome packs for a period of time.
- 7.7.3 The Merseytravel website (<https://www.merseytravel.gov.uk/>) will also be promoted in welcome packs, with said website providing all bus and rail timetable information for the Merseyside region. Events to encourage bus travel can also be promoted such as *Catch the Bus Month*.
- 7.7.4 It is expected that as the TP progresses, liaison will be made with local public transport operators in order to maximise the awareness of, and accessibility to, public transport.

7.8 Measures to Reduce Single Occupancy Car Trips

7.8.1 Lift sharing can be an effective way to reduce single occupancy car trips. These trips can often be arranged between friends and neighbours or by using lift sharing websites.

7.8.2 Liftshare has a dedicated group for the Liverpool region: <https://hub.liftshare.com/regional/liverpool>.

7.8.3 Residents could also manage their own lift sharing as there are likely to be a number of residents travelling to popular destinations such as Liverpool and Manchester City Centre. This could be managed through a residents' committee should there be one, or informally otherwise.

7.9 Measures to Encourage Low Emission Vehicle Use

7.9.1 It has been well publicised in the national media in recent years that car manufacturers are actively investing in low emission technologies such as electric hybrid engines and fully electric engines, with central government due to impose a ban on the sale of new petrol and diesel engine vehicles in 2035. The purchase prices of such low emission technologies are becoming more in line with standard petrol and diesel engine vehicles, with some manufacturers setting targets to fully switch to electric vehicle or hybrid production only.

7.9.1 As discussed in Section 4, Breck will provide an appropriate level of electric vehicle charging facilities within the site, compliant with the Building Regulations Approved Document S *Infrastructure for the charging of electric vehicles*.

8 MANAGEMENT, MONITORING AND REVIEW

8.1 Management

8.1.1 The overall responsibility for the TP will lie with Breck. Following this, the TP will become the responsibility of a TP Co-ordinator, site management company or residents' association.

8.2 Appointment of a Travel Plan Co-ordinator

8.2.1 Breck will appoint a TPC prior to construction. The TPC will inherit the day-to-day responsibility for ensuring that the TP is regularly monitored, reviewed, updated and evolved.

8.2.2 Initially, they will be tasked with implementing and marketing the TP measures described in Section 7, and set SMART targets based on travel surveys conducted when the dwellings are at a level of occupation to be agreed with KMBC. Further travel surveys can be undertaken by the TPC at regular intervals, as agreed with KMBC, to monitor progress against the established targets. These targets will be reviewed and updated as necessary, based on the survey findings and ongoing engagement with KMBC and local public transport operators.

8.2.3 It is expected that the TPC will initially be an employee of Breck or a consultant and that they will arrange a steering group to assist with the future development of the TP. Such a steering group can then take ownership of the TP at the end of the five-year period.

8.2.4 There may be an opportunity to expand the TPC role and collaborate with the developer of the North Huyton Phase 5 development to the north so an overarching TP can be devised to cover the two development sites.

8.3 Monitoring and Review

8.3.1 It is important that the TP is monitored at regular intervals to assess its success and help to evolve it. Breck will commit to monitor the TP at regular intervals over a period of time and will most likely be post 100% occupation.

8.3.2 The TP will need to be reviewed at regular intervals after monitoring is complete. The review should remove any unsuccessful incentives and replace them with measures that will help to achieve the TP targets. If the TP is shown to be underachieving, a remedial strategy will need to be outlined which should consider measures to address any failing aspects of the TP. Any changes to the TP will need to be made in agreement with KMBC.

8.4 Interim Action Plan

8.4.1 An interim action plan has been produced, outlining actions likely to be undertaken upon early occupation of the site. However, it should be noted that this is only indicative at this stage of the process and will be updated at appropriate times.

Table 8.1: Interim Action Plan

Stage	Action	Responsibility
Prior to occupation	Install EV charging facilities	Breck
	Install cycle storage facilities	Breck
	Accommodate space and infrastructure for home working	Breck
	Appoint TPC and inform KMBC of contact details	Breck
	Contact and negotiate with local retailers, KMBC and Merseytravel to arrange discount for outdoor clothing, cycling equipment and discounted public transport tickets	TPC
Early stages of occupation	Market the benefits of the site in terms of accessibility by non-car modes to potential buyers	TPC
	Prepare welcome packs and arrange printing	TPC
	Arrange for welcome packs to be presented to new owners with keys to properties	TPC
	Undertake baseline travel survey and collate and report results to KMBC	TPC
	Consider the provision of sustainable travel vouchers on request	TPC
Annually for 5 years	Repeat travel surveys and if targets not met provide further sustainable travel vouchers and personal travel planning advice	TPC