



Knowsley Metropolitan Borough Council

KNOWSLEY CEMETERY EXTENSION

Framework Travel Plan





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Framework Travel Plan

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1 INTRODUCTION

1.1 OVERVIEW

- 1.1.1. This Framework Travel Plan (FTP) has been prepared by WSP to accompany a planning application for the proposal of Knowsley Cemetery Extension on land at Whiston Woods.
- 1.1.2. Knowsley Cemetery is located on Fox's Banks Lane to the south west of Whiston Woods. The cemetery opened in 1996 and is the only cemetery in Knowsley where new plots can be purchased for regular burials and cremations. It is expected the existing plots in the cemetery will be reaching capacity soon.
- 1.1.3. The proposed development falls across two local authority jurisdiction (Knowsley Metropolitan Borough Council and St Helens Borough Council). Given this two full planning applications have been submitted, albeit this FTP supports both applications. The proposals within each local authority comprise:
 - Knowsley Metropolitan Borough Council: "Full Planning permission for the creation of two vehicle accesses off Cumber Lane and associated works for the proposed Knowsley Cemetery Extension on Land at Whiston Woods."
 - St Helens Borough Council: "Full planning permission for the extension for an existing cemetery to provide new burial and memorial plots with associated roads, footpaths, parking, drainage infrastructure, landscaping and associated works on Land at Whiston Woods."
- 1.1.4. The proposals seek to extend upon the existing operational Knowsley Cemetery to provide the necessary space and capacity for the cemetery in the future.
- 1.1.5. The extension site (herein referred to as 'the site') is around 20Ha in size, however, the development proposals will have a footprint of around 4Ha. It is understood that whilst the proposals will only take up a small proportion of the larger site the wider site design includes enhancement to footpaths and public realm.

1.2 PURPOSE OF THE DOCUMENT

- 1.2.1. A Travel Plan (TP) is a strategy and action plan which is site-specific and aims to manage multi-modal access and travel to a site/development and promote travel by sustainable and active modes of transport. TPs work to try and change the travel behaviours of site users and visitors to reduce the number and length of motorised journeys and increase travel by walking, cycling and public transport.
- 1.2.2. At this stage of the planning process, a Framework Travel Plan (FTP) has been created as an overarching planning framework for the site, which will be followed by a Full Travel Plan once occupancy has taken place, more specifically after six months of the first occupation.
- 1.2.3. This report encourages sustainable travel both to and from the proposed development and promotes a modal shift away from single occupancy car trips, therefore reducing the impact on the proposed development on the surrounding highway network.

1.3 TRAVEL PLAN STRUCTURE

- 1.3.1. The following sections of the FTP report are set out as follows:

- Chapter 2 – Policy Review;
- Chapter 3 – Benefits of a Travel Plan;
- Chapter 4 – Proposed Development;
- Chapter 5 – Site Accessibility;
- Chapter 6 – Aims, Objectives and Targets;
- Chapter 7 – Management Plan;
- Chapter 8 – Travel Plan Measures;
- Chapter 9 – Communication, Marketing and Monitoring; and
- Chapter 10 – Summary.

2 POLICY REVIEW

2.1 OVERVIEW

- 2.1.1. This chapter provides an outline of national, regional and local policies relevant to the application site.

2.2 NATIONAL POLICY

National Planning Policy Framework (December 2024)

- 2.2.1. The most recent version of the National Planning Policy Framework (NPPF) was published in December 2024. The NPPF forms a singular national planning guidance for local planning authorities and decision makers, both in the drawing up of plans and as a material consideration in determining applications.
- 2.2.2. The NPPF identifies that the purpose of the planning system is to contribute towards sustainable development. Sustainable development is defined in terms of economic, social and environmental sustainability, each of which is mutually dependent. In relation to transport, the NPPF outlines that new developments should contribute towards sustainability and health objectives by promoting development in sustainable locations as well as active transport.
- 2.2.3. Developments will be prioritised which reduce greenhouse gas emissions and reduce congestion by facilitating the use of sustainable modes of transport. Developments should be located in areas where the need to travel can be minimised and the use of sustainable modes can be maximised.
- 2.2.4. The Framework also places significant weight to the endorsement of sites which provide priority to Non-Motorised Users (NMUs) which includes pedestrians and cyclists. Such users should be provided access to high quality public transport facilities as well as sites that create a safe and secure layout which minimises conflicts between traffic and cyclists or pedestrians.
- 2.2.5. Paragraph 110 of the NPPF states that:
- “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.”*
- 2.2.6. The proposed development is located in a sustainable location that is accessible by a variety of modes, as well as having a significant local population within a short walking distance of both sites. It is therefore considered that the proposed development is aligned with the NPPF.
- 2.2.7. NPPF includes a focus on ‘vision-led’ approach in transport planning which will be supported by designing the transport and behavioural interventions in developments.
- 2.2.8. Paragraph 115 and 116 of the NPPF states that *“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
- *sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
 - *Safe and suitable access to the site can be achieved for all users;*
 - *The design of streets, parking areas, other transport elements and the content of associated standards reflects the current national guidance, including the National Design Guide and the National Model Guide Code; and*

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

“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.”

2.2.9. Furthermore, paragraph 118 states:

“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.”

2.2.10. This TS addresses the above policy guidance by outlining opportunities for sustainable travel to and from the site and by detailing how sustainable and active travel options will be promoted through the Framework Travel Plan.

National Planning Practice Guidance

2.2.11. The National Planning Practice Guidance (NPPG) web-based resource was published on 6th March 2014 by the Department for Communities and Local Government (DCLG). This resource collates relevant planning practice guidance, providing links between the NPPF and relevant legislation.

2.2.12. The NPPG contains 41 categories of notes, one of which presents guidance on TP, TA and Transport Statements (TS) in decision-taking (which has superseded the Department for Transport (DfT) published 'Guidance on Transport Assessment') states at Paragraph 005 that:

“Transport Assessments and Transport Statements primarily focus on evaluating the potential transport impacts of a development proposal. They may consider those impacts net of any reductions likely to arise from the implementation of a Travel Plan, though producing a Travel Plan is not always required. The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or "severe" impacts. Travel Plans can play an effective role in taking forward those mitigation measures which relate to on-going occupation and operation of the development.”

“Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be "severe", which may be grounds for refusal in accordance with the National Planning Policy Framework”.

2.2.13. Paragraph 014 provides guidance on establishing the need and scope of a Transport Assessment or Statement, indicating that:

“The need for, scale, scope and level of detail required of a Transport Assessment or Statement should be established as early in the development management process as possible as this may therefore positively influence the overall nature or the detailed design of the development.”

2.3 REGIONAL POLICY

Liverpool City Region Combined Authority Five Year Climate Action Plan 2023-2028

- 2.3.1. The combined authority's climate action plan sets out targets and steps to reduce the region's emissions between 2023 and 2028, and into the longer term.
- 2.3.2. In the Transport section, the need to encourage people to walk, wheel and use public transport in place of private vehicles is emphasised, as well as the need to create places built for people, not traffic.
- 2.3.3. Specific actions include:
 - T1 – Develop policies and actions to achieve quantifiable carbon reductions from transport, facilitate a major shift to public transport and active travel, and support a people-first, fair, inclusive and accessible transport system.
 - T5 – Review and implement a fully integrate public transport network that supports large-scale shift from private car usage and improves levels of connectivity. This includes 'first and last mile' links by active travel and new forms of micromobility.
 - T6 – Deliver City Region Sustainable Transport Settlement (CRSTS) interventions in full, which will facilitate outcomes including decarbonisation, behavioural change, uptake of sustainable travel and reallocation of road space.

Liverpool City Region Combined Authority (Emerging) Our 4th Local Transport Plan: Issues, Challenges and Goals – Developing a Vision For Local Transport to 2040 (Consultation Version – October 2024)

- 2.3.4. The fourth Local Transport Plan (LTP) is currently in is consultation phase, with the latest draft being released in October 2024.
- 2.3.5. The plan establishes the issues and challenges of the transport network across the Liverpool City Region, leading to a set of high-level goals and priorities being established that will inform the final LTP.
- 2.3.6. The vision set out in the LTP as *“clean, safe and accessible transport for moving people and goods”*.
- 2.3.7. The 4th LTP has five goals to help achieve this vision:
 - Support good, clean job growth and opportunity for all;
 - Achieve net-zero carbon and an improved environment;
 - Improving the health and quality of life;
 - Transport that's well maintained through; and
 - Plan and respond to uncertainty and change and be innovative.
- 2.3.8. The nature of the proposed development has a clear alignment to the vision and goals of the 4th Local Transport Plan, particularly that of improving the health and quality of life of our people and communities.
- 2.3.9. The 4th LTP also aims to achieve net zero in the city region by 2035.
- 2.3.10. The 4th LTP is supported by 21 policies. The proposed development aligns to the policies including:
 - Policy G1-1 – Consider sustainable transport and movement in all we do as a Combined Authority

- Policy G2-4 – Reallocating road space and making best use of finite capacity
- Policy G3-2 – Delivering clean, healthy travel and placemaking in all we do
- Policy G3-4 – Making transport safe, inclusive, attractive and reassuring for the user

LRCRA Local Cycling and Walking Infrastructure Plan (LCWIP)

2.3.11. The LCWIP adopted in 2019 is a strategic approach to developing a cohesive network of high standard active travel routes across the Liverpool City Region.

2.3.12. Objectives of this Plan include:

- Develop a walking and cycling network that increases uptake in active travel;
- Information gathering to understand existing patterns of walking and cycling in the LCR; and
- Ensure integration of the network with transport and land use planning policies.

2.4 LOCAL POLICY

KNOWSLEY METROPOLITAN BOROUGH COUNCIL

Knowsley 2030 Strategy

2.4.1. The Knowsley 2030 strategy, approved in 2020, sets out broad aims for the borough to achieve by 2030, one being:

“In 2030, Knowsley will be an active place which enables people to live happier, healthier lives.”

2.4.2. Some of the specific goals within this aim include:

- High quality amenities, including green spaces, will provide opportunities for residents of all ages to enjoy being active and will underpin improvements to positive mental wellbeing
- To work in partnership to deliver better, more joined-up community-based health and care services for Knowsley residents
- The Green Space Strategy will set out how to best utilise attractive and accessible green spaces to help people to remain healthy

2.4.3. The development will enhance walking and cycling infrastructure and create high quality public realm for Knowsley residents and visitors, so it is considered that the development proposals are in line with the Knowsley 2030 strategy.

The Knowsley Local Plan: Core Strategy (January 2016)

2.4.4. Forming part of the Knowsley Local Plan, the Core Strategy sets out the strategic framework for the growth and development of Knowsley up to 2028 and beyond.

2.4.5. Some of the Strategic Objectives set out particularly align with the proposed development, as listed below:

- Objective 3 – To regenerate and transform areas of social and economic deprivation so they become more sustainable, safer, healthier and more cohesive communities
- Objective 5 – To promote the quality of place within Knowsley by... enhancing the character, quality and diversity of Knowsley’s built environment, including town centres, key employment areas, residential neighbourhoods, green spaces, conservation areas, rural areas and villages, key gateways and transport routes

- Objective 6 – To ensure new developments in Knowsley encourages a reduction in the overall need to travel, and prioritises sustainable transport such as walking, cycling and public transport. This will help to ensure accessibility and linkage between housing areas and employment locations, shopping, leisure, culture, health care, education, community and sporting facilities, green spaces and other services
- Objective 7 – To manage environmental resources in Knowsley prudently by focusing on sustainable development, recycling and renewable technologies, minimising pollution, reducing carbon emissions and responding to the impacts of climate change
- Objective 8 – To support and strengthen the role of Knowsley’s green Infrastructure (in rural and urban areas), promote biodiversity, and maintain the character of rural settlements
- Objective 9 – To address existing health inequalities and encourage enhancements to the health and wellbeing of Knowsley’s residents by ensuring a health promoting environment and provision of healthy lifestyle options for those living and working in the borough

2.4.6. Chapter 9 of the document aims to promote a better quality of place to attract and retain residents and businesses and promote the creation of attractive, sustainable neighbourhoods. Two key policies, CS19 and CS21 are detailed below.

2.4.7. Policy CS19 ‘Design Quality and Accessibility in New Development’ – to enhance local distinctiveness, identity and accessibility

- Complement and enhance (where possible), existing landscape, topography, Green Infrastructure;
- Create spaces and places as a focal point, accommodating social interaction and active lifestyles, including provision and integration of high-quality public realm and open spaces, public art (as appropriate) and landscaping which promotes biodiversity and integrates existing local habitats;
- Provide safe, secure and convenient routes for movement (including signage), with priority for walking, cycling and public transport, to meet the needs of all users, particularly pedestrians, cyclists, less mobile people and the elderly;
- Integrate effectively with existing development and link to existing shopping and service provision; and
- Demonstrate community engagement during the design phase of major development proposals.

2.4.8. Policy CS21 ‘Greenspaces and Trees’

- The Council will provide and maintain quantitative, qualitative and accessibility standards for different types of public open space
- The Council will support improvements to existing and new areas of greenspace in accordance with best practise standards to achieve the following requirements:
 - Accessible, safe and secure locations for all members of the community to use;
 - Clean and well-maintained facilities, equipment and open spaces; and
 - Conservation of natural features, wildlife, fauna, landscapes, buildings and other structural features, as appropriate.
- The Council will encourage proposals for new development to incorporate:
 - Retention of existing trees, woodland, vegetation and other habitat features which offer a positive contribution to the local environment in terms of visual amenity, recreation value or biodiversity/wildlife interest;

- Appropriate planting of trees, other soft landscaping and installation of habitat features for the benefit of biodiversity; and
- Adequate replacement provision where tree loss is unavoidable, comprising two additional trees for every tree lost and taking account of species and size.

ST HELENS BOROUGH COUNCIL

St Helens Together: Our Borough Strategy 2021-2030

- 2.4.9. The Borough Strategy 2021-2030 identifies 6 key strategic priorities for the Council and the borough and sets out how to achieve better results for communities by working together with residents and partners while supporting each other. It intends to build a fairer and more sustainable St Helens for the benefit of future generations.
- 2.4.10. The strategy states, for the borough to remain a great place to live, work in and visit, it must strive to deliver a green recovery in response to the climate change threat. An ambitious target to achieve zero-carbon target by 2040 has been set and the borough commits to its delivery in alignment with the UN Sustainable Development Goals.
- 2.4.11. The proposed development supports the borough's sustainability goals through redeveloping the site to better serve the borough's residents whilst ensuring that this is done sustainably without reduced accessibility to the existing green space.

St Helens Borough Local Plan up to 2037 (July 2022)

- 2.4.12. The Local Plan sets out the framework for the growth and development of the borough. It identifies how and where new development and regeneration should take place and thereby promotes and manages future development of the borough. It also shapes the investment plans of the Council, other public and voluntary organisations, and the private sector.
- 2.4.13. One of the strategic aims of the local plan is to promote sustainable transport by improving access for all by facilitating sustainable transport choices, development in accessible locations, an integrated public transport network, and targeted improvements to the transport network.
- 2.4.14. Policy LPA01 (core policy – spatial strategy) states that new development will be directed to sustainable locations that are appropriate to its scale and nature and that will enable movements between homes, jobs and key services and facilities to be made by sustainable non-car modes of transport.
- 2.4.15. Policy LPA02 (core policy – development principles) states that new development should aim to minimise the need to travel and maximise the use of sustainable transport by guiding development to accessible locations, encouraging a shift towards sustainable modes of transport, and encouraging safe and sustainable access for all by promoting the use of public transport, walking, and cycling.
- 2.4.16. The proposed development has been designed to align with the Local Plan policies.

Transport and Travel Supplementary Planning Document (April 2024)

- 2.4.17. Transport and Travel Supplementary Planning Document (SPD) has been developed to provide consistent guidance to developers on access and transport requirements for new development. It is a material consideration for planning applications.

- 2.4.18. The SPD sets out St Helens borough's approach and expectations for new developments and redevelopments, specifically in relation to walking, cycling, wheeling, public transport, ultra-low or zero emission vehicles, parking standards, freight management, air quality, noise and travel plans.
- 2.4.19. The SPD states that the Council will require a Decide and Provide approach to the development and review of development applications, for the purpose of avoiding the potential over-provision of highway capacity, under-provision of walking and cycling infrastructure or public transport service.
- 2.4.20. The SPD also states that good design should include a well-design development that is easy to get to and move through, ensure environments prioritise people ahead of car use, adhere to the Modal Hierarchy with sustainable travel prioritised over car, and proposed levels of parking is dependent upon type of development and design.
- 2.4.21. The proposed development complies with the SPD by ensuring a high level of accessibility is provided through internal walking links and improvement to connectivity to the existing public transport services.

2.5 SUMMARY

- 2.5.1. The development proposals support both Knowsley's and St Helens' policy through utilising the existing green space to better serve the local residents and enhancing the existing green space and ensuring the site is accessible for all.
- 2.5.2. In conclusion, since the proposed development is also located in a sustainable and accessible location, it is therefore in line with the principles of national, regional and local transport planning policy.

3 BENEFITS OF A TRAVEL PLAN

3.1 OVERVIEW

- 3.1.1. There can be many benefits associated with the implementation of a travel plan for the environment, local community, local businesses and organisations, employees and visitors. Some of these benefits are detailed in the following sections.

3.2 BENEFITS TO THE ENVIRONMENT

- 3.2.1. A travel plan can benefit both the wider and local environment in the following ways:
- Contributing to a reduction in traffic congestion in the local area and making active travel journeys more pleasant;
 - Positively contributing to climate change by reducing carbon emissions through a reduction in vehicle trips and congestion;
 - Improving the local area and health of local people by reducing air and noise pollution by reducing vehicle trips and congestion; and
 - Enabling more land to be designated as green space by reducing car use and parking demand.

3.3 BENEFITS TO THE LOCAL COMMUNITY

- 3.3.1. The implementation of a TP can have the following benefits for the local community:
- Improved road safety due to reduced numbers of cars;
 - Improved general health by the uptake of more active travel modes;
 - More attractive urban spaces due to reduced traffic, congestion and parking;
 - More enjoyable urban spaces due to reduced levels of air and noise pollution due to reduced traffic volumes; and
 - Support the reduction and prevention of social exclusion in the local area, by ensuring the site can be accessed by everyone, including those with impaired mobility and without access to a car via a wide variety of modes;

3.4 BENEFITS TO EMPLOYEES AND VISITORS

- 3.4.1. The implementation of a travel plan can have the following benefits for employees and visitors:
- Increased flexibility and mobility in the local area and beyond;
 - Reduced travel costs for certain modes (e.g. public transport, walking, car sharing);
 - Reduced journey times due to more efficient systems and reduced congestion; and
 - Improved physical and mental health through undertaking more active travel trips and having greater access to green spaces.

4 PROPOSED DEVELOPMENT

4.1 INTRODUCTION

4.1.1. This section describes the key elements of the overall development proposals.

4.2 DEVELOPMENT PROPOSALS

4.2.1. The development proposals include:

- Provision of 1,313 burial plots and around 998 cremated remains plots in the first phase, which would provide capacity for Knowsley Council (KMBC) for the next 30 years;
- Future extension for the full site is expected to provide up to 3,800 burial plots and 1,647 cremated remains plots in total, if required. The further sections will be designed and developed in line with forecasting and trends based on the most up to date data available at that time.
- Parking laybys with a capacity of 16 spaces for the first phase, with space reserved to accommodate additional 20 parking spaces in the future extension;
- Internal access road proposed off Cumber Lane with a one-way clockwise arrangement, where an access junction and egress junction will be created with 180m separation.
- Improvements to the existing pedestrian connectivity to and from the site, including extension of footpaths on Cumber Lane;
- Other associated works including landscape, public realm, drainage and biodiversity improvement.

4.2.2. The proposed layout of the site is included in Appendix A.

4.3 ACCESS

PEDESTRIAN ACCESS

4.3.1. The existing pedestrian accesses will be retained in the proposals, providing continued and improved access to the internal footpath network on the site.

4.3.2. A new footpath is proposed on the eastern site of Cumber Lane between the southern gated pedestrian access and the controlled crossing point at the Cumber Lane / Lickers Lane junction to enhance connectivity for pedestrians between the existing cemetery and the site.

4.3.3. A looped walkway is proposed around the burial plots and the proposed cemetery plaza.

VEHICULAR ACCESS

4.3.4. There is currently no vehicular access for public use provided at the site, as the site is currently an open woodland, however there are 2 vehicular access gates present for site maintenance. The proposed development will provide an internal road in a one-way direction via Cumber Lane.

4.3.5. Two junctions are proposed where an access junction will be provided approximately at the centre of the site from the western boundary, where vehicles will enter the site and travel towards the south using the internal road. Vehicles are proposed to exit the site at the egress junction provided on Cumber Lane, which is proposed 180m to the south of the access junction.

4.3.6. Cars will not be able to drive into the cemetery area, Visitors must use the proposed parking laybys adjacent to the internal road and access the burial plots via the surfaced paths on foot.

- 4.3.7. A central tarmacked route is provided for access of maintenance vehicles and funeral hearses, with a turning head shown at the eastern end of the route.

PARKING

- 4.3.8. 16 parking laybys are proposed along the internal road adjacent to the burial plots, including 2 accessible bays.
- 4.3.9. To accommodate future phases 2 and 3 of the cemetery, it is proposed that space to the south of the internal road will be reserved to provide an additional 20 parking spaces if required in future extension.
- 4.3.10. Dimensions of the parking bays will be provided in compliance with St Helens Borough Council (SHBC) 'Travel and Transport SPD' adopted 24 April 2024.

5 SITE ACCESSIBILITY

5.1 INTRODUCTION

- 5.1.1. This section of the FTP assesses the accessibility of the site by sustainable modes of travel and reviews how the site location lends itself to sustainable travel. Ultimately a central objective of the FTP is to reduce reliance on the private car and encourage the use of sustainable modes.

5.2 ACTIVE TRAVEL

WALKING ACCESSIBILITY

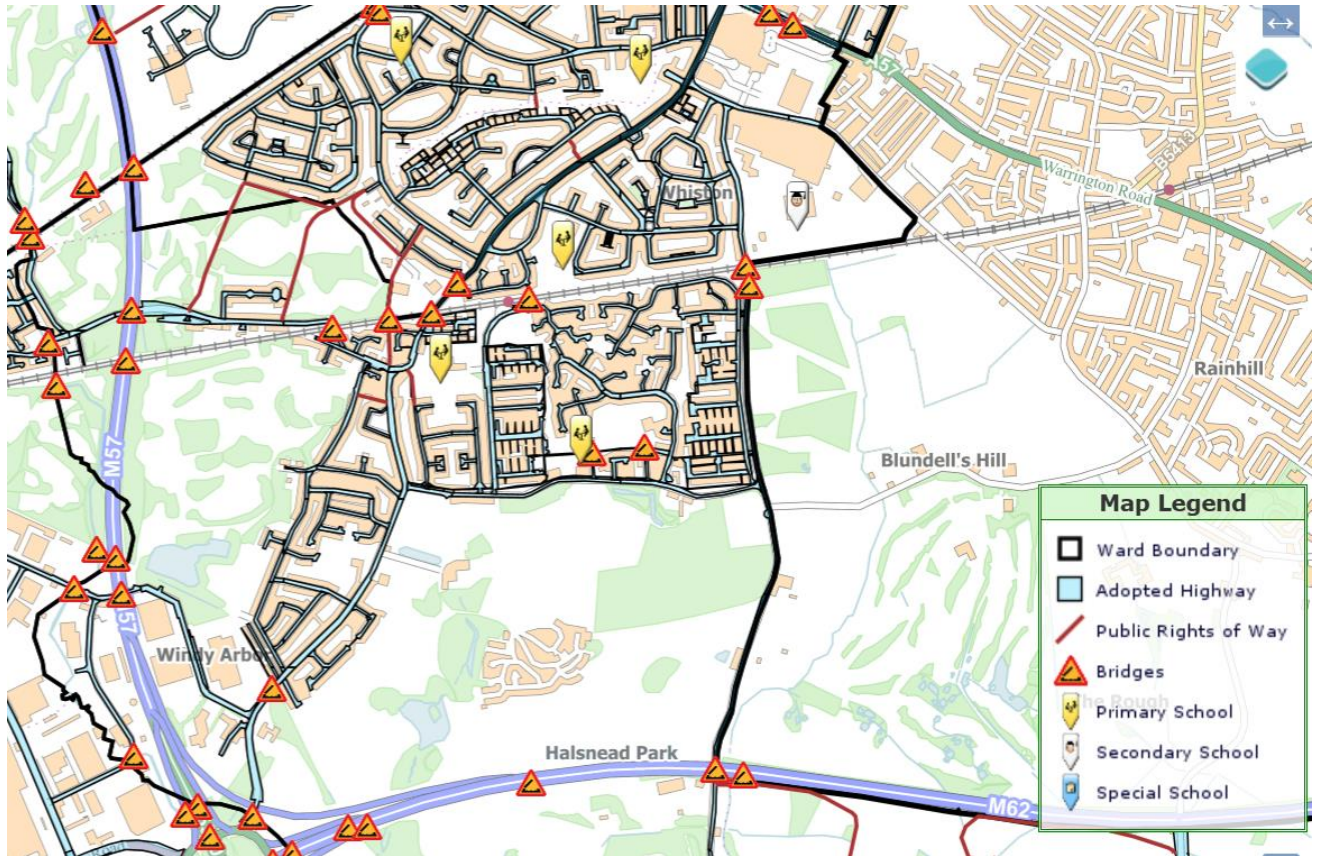
- 5.2.1. Walking is an important mode of transport as it can form part of a long-distance, multi-modal journey as well as giving residents in the area direct access to their local amenities.
- 5.2.2. The Institution of Highways & Transportation (IHT) publication 'Guidelines for Providing for Journeys on Foot' outlines the preferred maximum walking distance for commuting from an origin point, by persons without a mobility impairment, as 2000m. The amenities accessible from the site by walking are shown in Table 5-1.

Table 5-1 – Local Amenities

Category	Local Amenity	Distance from site (m)
Public transport	Haslemere Bus Stop	150m
	Driveway Bus Stop	300m
	Whiston Train Station	1125m
Retail and Groceries	MP Food & Wine	330m
	Wild Strawberry	350m
	John Geddes Cycles	645m
Education	Southmead Children's Centre	645m
	Whiston Willis Primary Academy	965m
	Halsnead Primary School	1250m
Pubs, Cafes and Restaurants	Pizza Queen	650m
	Mei Ho	650m
	The Carrs	1285m

There are several Public Rights of Way (PRoWs) surrounding the site, as shown in an extracted map from KMBC¹ in Figure 5-1, as well as Figure 5-2 extracted from SHBC's online map².

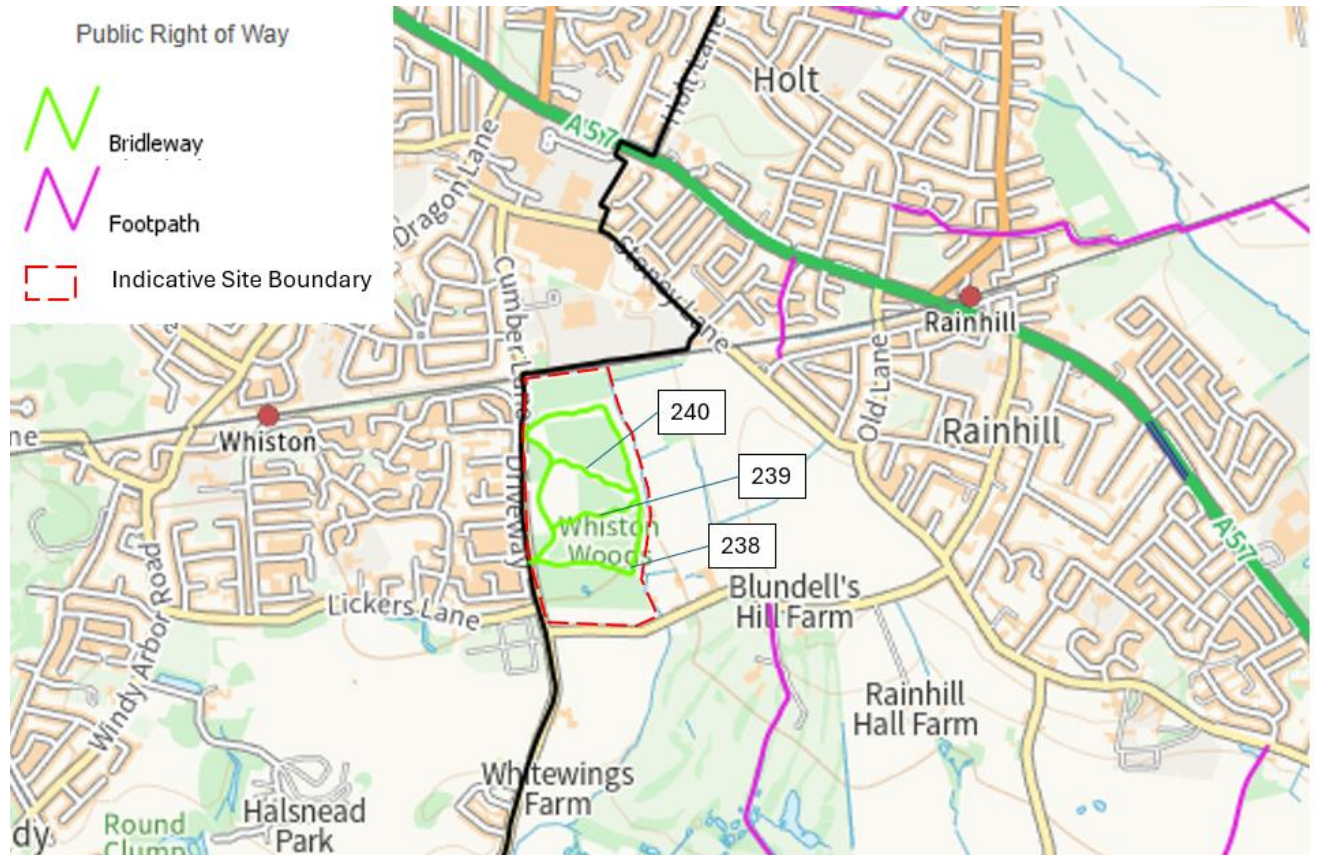
Figure 5-1 - Existing PRoWs within KMBC



¹ Knowsley Online Map <https://highways.knowsley.gov.uk/>

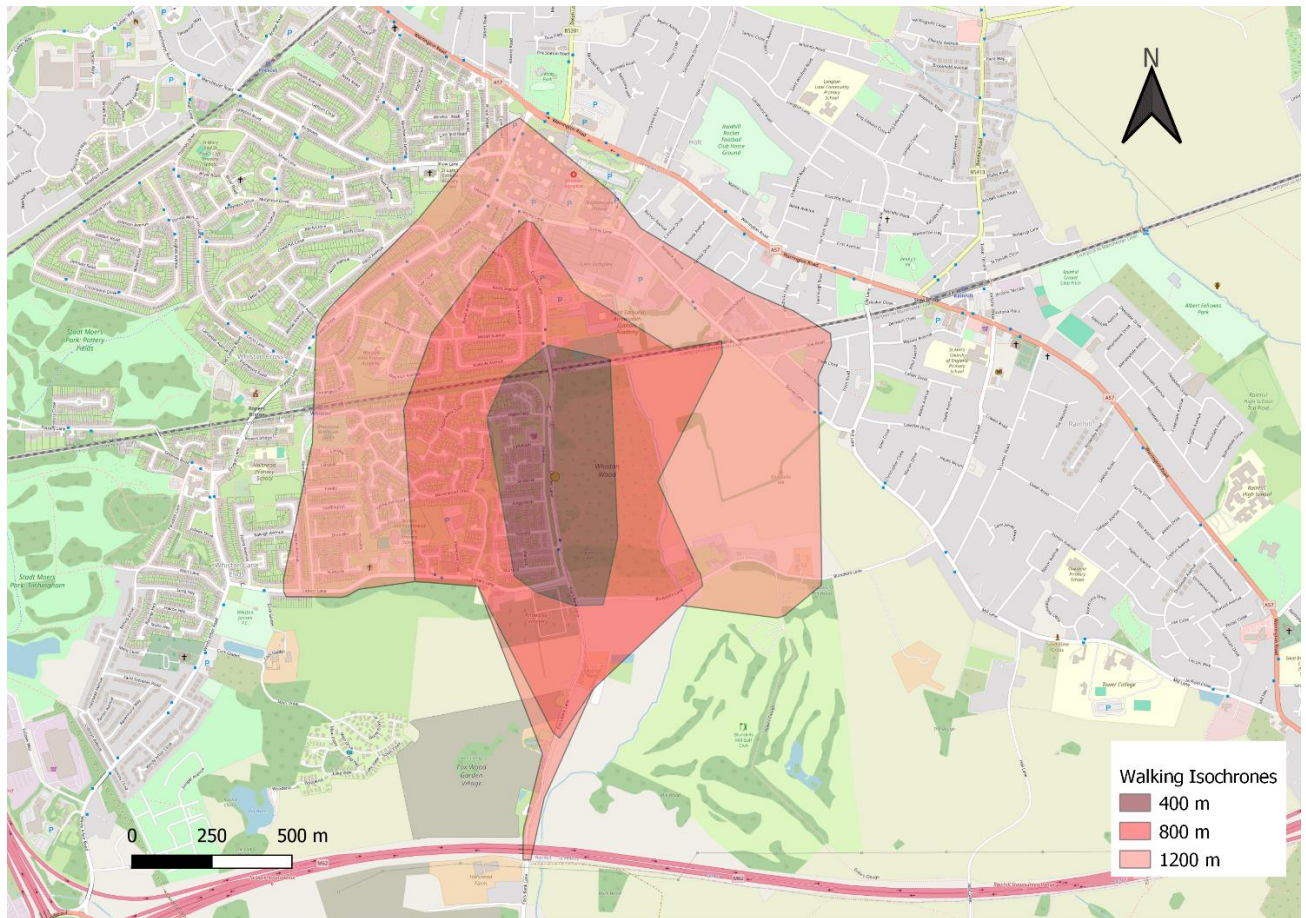
² St Helens Borough Council Online Map. <https://maps.sthelens.gov.uk/mycouncil.aspx>

Figure 5-2 – Existing PRowS within SHBC



- 5.2.3. There are existing public rights of way within the site boundary, namely bridleways 238, 239 and 240 within SHBC boundary.
- 5.2.4. The nearest public right of way footpath is on Blundell's Lane, located circa 700m from the site access.
- 5.2.5. Figure 5-3 identifies the walking connectivity using appropriate isochrones, in intervals of 400m which aligns with the suggested acceptable walking distance. The walking isochrones plan is included in Appendix B.

Figure 5-3 - Walking Isochrones



- 5.2.6. There are currently two pedestrian accesses off Cumber Lane. Limited footpaths are provided on Cumber Lane to provide pedestrian connection to the nearby bus shelters and the residential area to the west.
- 5.2.7. There are no continuous footpaths towards northern and southern directions on Cumber Lane as shown in Figure 5-4.

Figure 5-4 - Cumber Lane (photo taken towards the south)



CYCLING ACCESSIBILITY

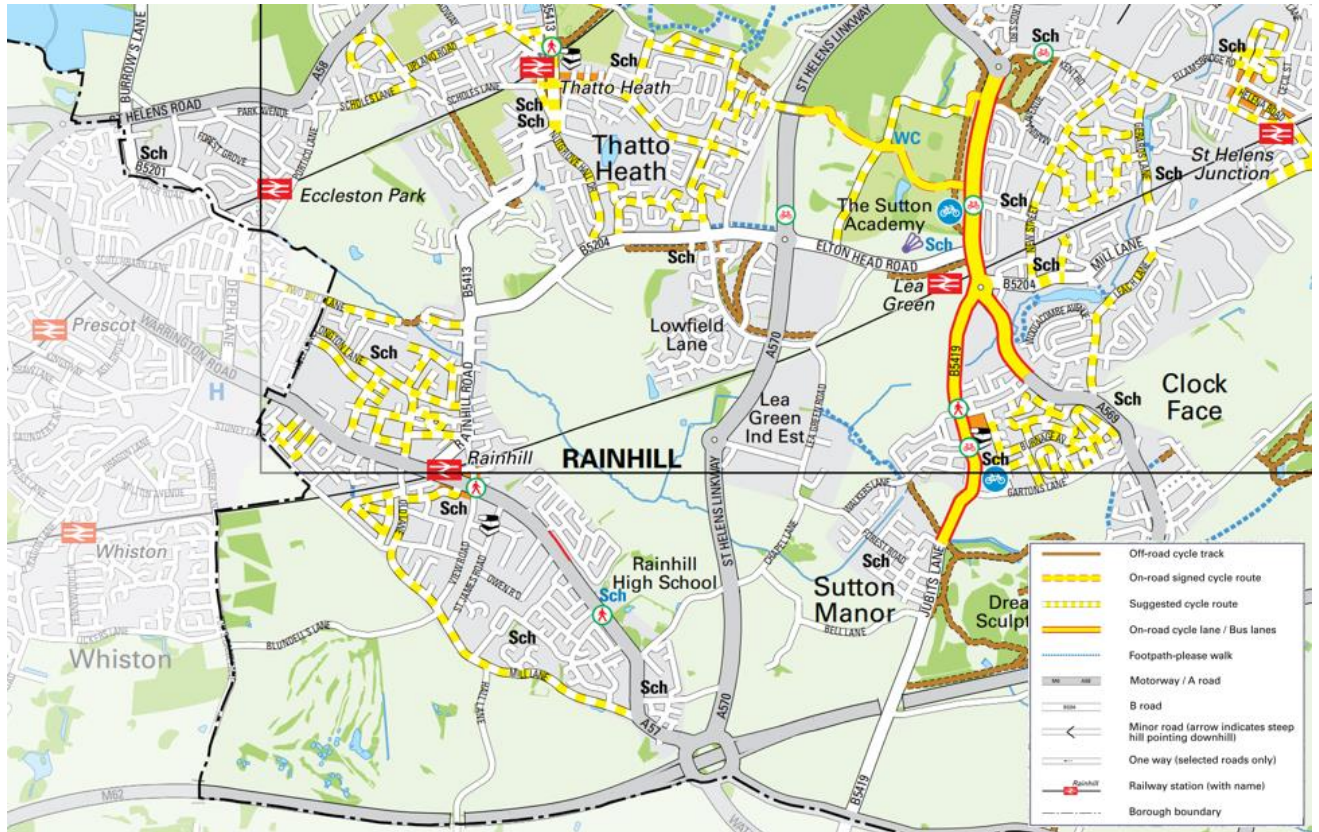
- 5.2.8. As a highly sustainable, healthy and affordable mode of transport, cycling should be encouraged as an alternative to short/medium car journeys, or as part of longer, multi-modal journeys.
- 5.2.9. Figure 5-5 shows cycle paths³ near to the site. Pennywood Drive is an on-road cycle route running between Lickers Lane and Whiston Station. Around 1.5km to the west, National Cycle Route 856 runs within Stat Moors and towards Whiston town centre.

³ Knowsley Cycle Map. <https://merseysideroadsafety.org/wp-content/uploads/2022/03/Knowsley.pdf>

Figure 5-5 - Cycle Paths within KMBC



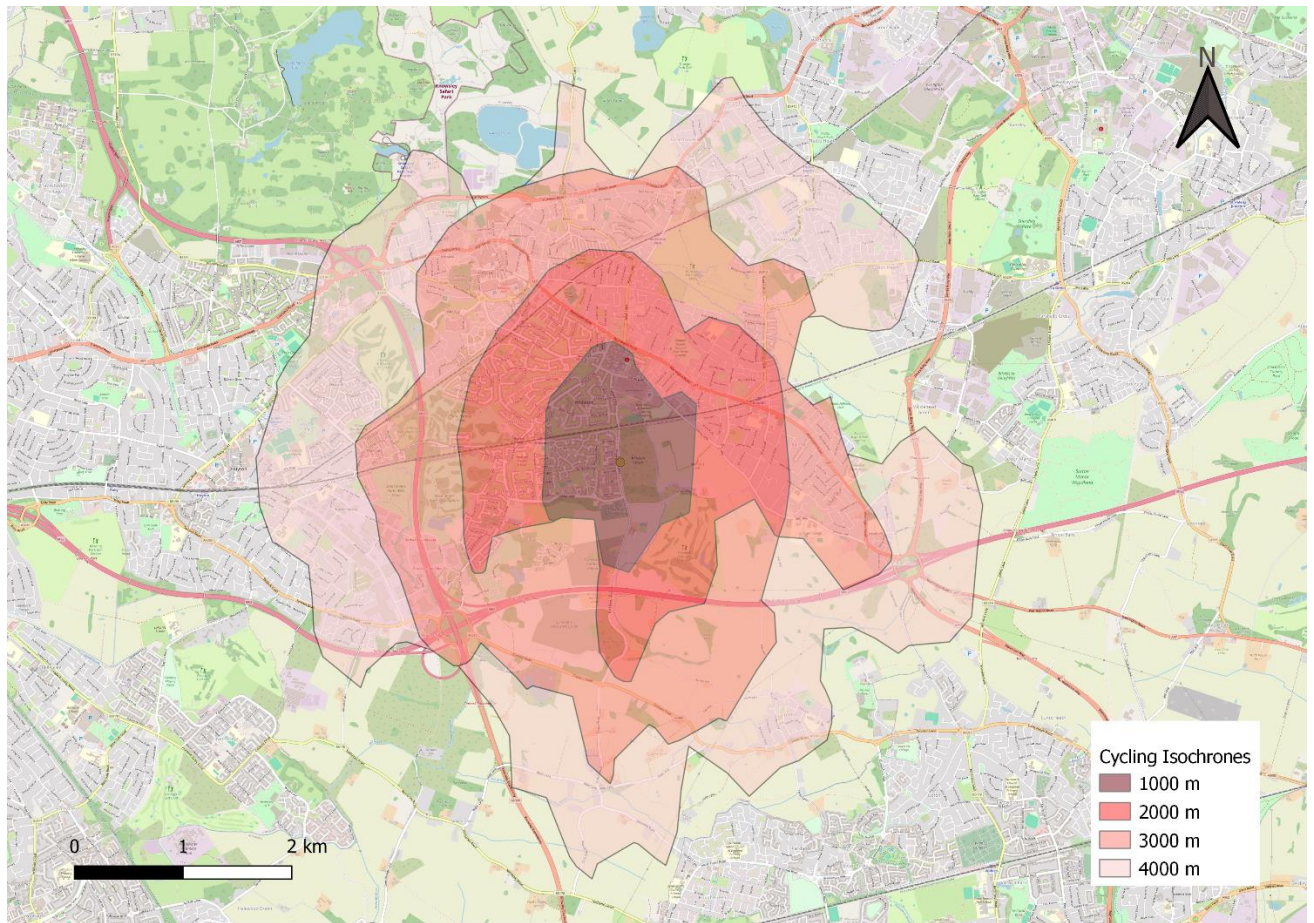
Figure 5-6 - Cycle Paths within SHBC



- 5.2.10. SHBC's cycle map⁴ in Figure 5-6 shows there are no off-road cycle route in the vicinity of the site. Several roads in Rainhill are part of the suggested cycle routes.
- 5.2.11. Cycling isochrones illustrating possible cycling connectivity from the site is displayed in Figure 5-7. The cycling isochrones plan is included in Appendix B.

⁴ St Helens Cycle Map. https://www.sthelens.gov.uk/media/3028/Cycle-Map/pdf/mrsp_cycle_maps_sthelens_FINAL_-_13-10-21.pdf?m=1647446870647

Figure 5-7 - Cycling Isochrones



5.3 PUBLIC TRANSPORT

BUS

- 5.3.1. There are southbound and northbound bus stops located along Cumber Lane, in close proximity to the pedestrian accesses. Outside each of the two pedestrian accesses of the site, there are four sheltered bus stops on both sides on Cumber Lane providing bus services towards Whiston Rail Station, Prescot and Huyton.
- 5.3.2. All bus stops are in good condition with shelter, benches and timetables.

Figure 5-8 - Bus Stops on Cumber Lane (photo taken towards the south)



5.3.3. Bus services within the vicinity are shown below:

Table 5-2 – Local Bus Services

No.	Route	Frequency	First / Last Weekday Service	First / Last Saturday Service	First / Last Sunday Service
99	Whiston Station- Cumber Lane- Prescott Bus Station- Prescott Park Way- South Avenue	1 per hour	07:22/18:22	07:22/18:22	N/A
239	Sewell Street- Jubilee Drive- Lathom Road- Thomas Drive- Rupert Road- Windy Arbor Road- Prescott Bus Station	Every 40 minutes	07:05/17:10	07:05/17:10	N/A
248	Prescot Bus Station- Prescott Merseyrail Station- Lickers Lane- Greenes Road- Manor Farm Road- Huyton Bus Station	1 per hour	06:10/00:11	06:10/00:11	07:11/00:11

5.3.4. As shown in Table 5-2, there are regular bus services providing seven days per week to local areas.

RAIL

- 5.3.5. Whiston Station is located within acceptable walking distance to the site by 1km, or an 18-minute walk.
- 5.3.6. The services available at Whiston Station are listed in Table 5-3.
- 5.3.7. The 99 bus operates from the railway station, with one service per hour towards Whiston Woods, however this will likely be utilised by people with accessibility requirements as the bus journey is likely to take longer than walking on foot.

Table 5-3 – Rail Services

Destination	Route	Frequency	Travel Time to Destination
Liverpool Lime Street	Huyton- Roby- Broad Green- Wavertree Technology Park- Edge Hill- Liverpool Lime Street	Hourly	19 minutes
Manchester Airport	Rainhill- Lea Green- St Helens Junction- Earlestown- Newton-le-Willows- Patricroft- Eccles- Deansgate- Manchester Oxford Road- Manchester Piccadilly- Mauldeth Road- Burnage- East Didsbury- Gatley- Heald Green- Manchester Airport	Hourly	66 minutes

- 5.3.8. It is demonstrated in this section that the site is accessible by rail to Merseyside and Greater Manchester region.

5.4 SUMMARY

- 5.4.1. The current access conditions surrounding the site has been assessed in this section. It has been demonstrated that the site is well connected by local highway network. Highway safety is satisfactory with no particular patterns of accidents recorded.
- 5.4.2. Walking and cycling connectivity have been assessed and this has shown that the site has limited infrastructure for segregated pedestrian and cycle movements from vehicle traffic. The proposals should look to enhance access to the site, especially for pedestrians.
- 5.4.3. Public transport provision has been reviewed and the site is found to have regular bus and rail services within acceptable walking distance.

6 AIMS, OBJECTIVES AND TARGETS

6.1 AIMS OF THE TRAVEL PLAN

- 6.1.1. This FTP aims to promote the use of sustainable travel modes as much as possible, including walking, cycling and public transport, and in turn reduce the use of and reliance on private vehicles. This will be achieved through the provision of a package of measures that influence the behaviour of visitors, employees and residents who will access the proposed development.
- 6.1.2. This FTP does not aim to prevent car-based trips altogether as some people will inevitably travel to the site by car, for example those who may have mobility restrictions. However, this FTP seeks to ensure that the Full TP developed following site occupation will provide a realistic choice for people travelling to/from the development. This FTP seeks to change people's travel behaviours to generate a sustained mode shift away from car travel by influencing and enhancing available travel choices.
- 6.1.3. The aims of this FTP are aligned with those of local, regional and national policy, which all express desire to encourage the use of sustainable transport modes and increase the potential for trips to be completed, in whole or in part, by walking or cycling. The plans and designs are and will be consistent with these outcomes and will aid in achieving them by ensuring accessibility for active and sustainable travel modes and reducing the provision for cars.
- 6.1.4. This FTP identifies objectives, interim targets and proposes a package of measures. The oncoming site-specific TPs for future phases of the site will continue to build on this with further yet relevant data, for example employee and resident travel surveys and consultation.

6.2 OBJECTIVES

- 6.2.1. In order to achieve these larger aims, and in line with national and local transport aspirations, the following objectives have been identified:
- Reduce the need to travel, especially by car, through encouraging a shift to sustainable modes of transport;
 - Maintain genuine accessibility by public transport, walking and cycling. These modes should be promoted to contribute to reducing greenhouse gas emissions from transport and achieve Net-Zero by 2035 in line with the emerging 4th LTP;
 - Reduce private vehicle use as far as possible through the introduction of 'smarter choices' and other incentives set out in this FTP;
 - Create a sustainable employee community by making visitors and employees aware of this FTP and inviting their contributions to develop the site-specific TPs for where they work;
 - Undertake visitor and employee travel surveys as part of the development of the site-specific TPs; and
 - Develop full TPs for submission to the local highway authority (LHA) following occupation of the respective development uses, amending the above objectives where necessary.

6.3 PRELIMINARY TARGETS

- 6.3.1. When setting targets, it is important to ensure that they are 'SMART' and conform to the following guidelines:

- Be **Specific** so that targets are clear and easy to understand;
- Be **Measurable** so that their performance can be assessed. How a target is measured should be carefully considered;
- Be **Achievable** – if they are not, then the future of the TP can be put at risk. Targets should require effort to attain;
- Be **Realistic** and result orientated; and
- Be **Time** related – all targets should have a period over which they can be measured.

6.3.2. Preliminary targets have been derived based on the most recent Census data for method to travel to work of population in Middle layer Super Output Areas (MSOAs) of Knowsley 013 and St Helens 023, which can be refined and updated at the full TP stage.

Table 6-1 - Method of travel to work for people living in Knowsley

Method of Travel to Work	Working Population Living in MSOAs Knowsley 013 and St Helens 023 – Baseline ⁵	Indicative Target
Driving a car, van, motorcycle, scooter or moped	60%	-15%
Passenger in a car, van or taxi		
Underground, metro, light rail or tram	0%	+15%
Train	3%	
Bus, minibus or coach	3%	
On foot	7%	
Bicycle	1%	
Work mainly at or from home	26%	0%
Others	1%	

⁵ 2021 Census TS061 - Method used to travel to work (excluding people working from home)

7 TRAVEL PLAN MEASURES

7.1 INTRODUCTION

- 7.1.1. In order to for a Travel Plan to be successful in persuading people to use sustainable and active modes of travel in favour of a car, it is necessary to introduce a varied mix of incentives and a combination of hard and soft measures. The measures suggested in this FTP are described below.

7.2 PHYSICAL MEASURES

- 7.2.1. Key improvements being brought forward as part of the development proposals include:
- Enhanced walking route through the site including improved way-finding and pedestrian crossings; and
 - Extension and widening to footpath on Cumber Lane to improve pedestrian connectivity to and from site.

7.3 TRAVEL PLAN MEASURES

- 7.3.1. Given the nature of the proposed development, the low number of on site staff and the infrequency of regular visitors, travel plan measures such as offering travel information welcome packs, bus ticket subsidy, car-share clubs and cycle to work scheme members are not considered to be appropriate to this site.

8 SUMMARY

- 8.1.1. This FTP has been produced to support the proposed development to extend Knowsley Cemetery at Whiston Woods, and is a site-specific framework strategy for promoting and managing sustainable access to the development, which focuses on promoting sustainable and active travel, and providing greater travel choices to all staff and visitors.
- 8.1.2. It has demonstrated that the development proposals will further support the uptake of sustainable modes by providing walking and cycling infrastructure.
- 8.1.3. This FTP recognises the travel characteristics of the local population, which have been considered in the creation of initial objectives and targets. Specific targets will be developed for each mode of transport based on the identified mode splits from initial travel surveys undertaken as part of the full TP process.

Appendix A

PROPOSED SITE LAYOUT





DO NOT SCALE

- Application site boundary
- 1 Proposed Vehicular Entry
- 2 Proposed Vehicular Exit
- 3 Proposed Car Parking Area
- 4 Proposed Pedestrian Entry/Exits
- 5 Proposed Woodland Gathering Spaces
- 6 Proposed Cemetery Sculptural Feature
- 7 Proposed Cemetery Glade
- 8 Proposed Cemetery Plaza
- 9 Proposed Pond
- 10 Proposed Swale
- 11 Proposed Woodland Trails

- Existing Woodland and trees to be retained
- Proposed Woodland

Note:
1. THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL OTHER SCHEME DRAWINGS AND DOCUMENTS.
LOCATION PLAN
70111314_WSP_DR_LA_0001
EXISTING SITE PLAN
70111314_WSP_DR_LA_0002
HARD LANDSCAPE PLAN
70111314_WSP_DR_LA_0004
SOFT LANDSCAPE STRATEGY
70111314_WSP_DR_LA_0005

P02	21/01/25	ZY	For Information	ER	RW
P01	13/11/2024	ZY	First Issue	ER	RW
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S2 - FOR INFORMATION

wsp
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wsp.com

CLIENT: KMBC

ARCHITECT: WSP

PROJECT: Knowsley Cemetery Extension

TITLE: Proposed Site Plan

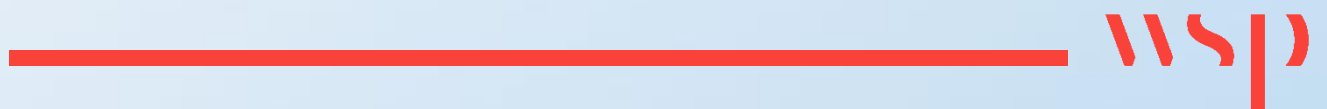
SCALE AS	1:750	DRAWN	ER	APPROVED	RW
PROJECT NO.	70111314	DESIGNED	JYER	DRAWN	JY
DRAWING NO.		DATE	January 25	REV	

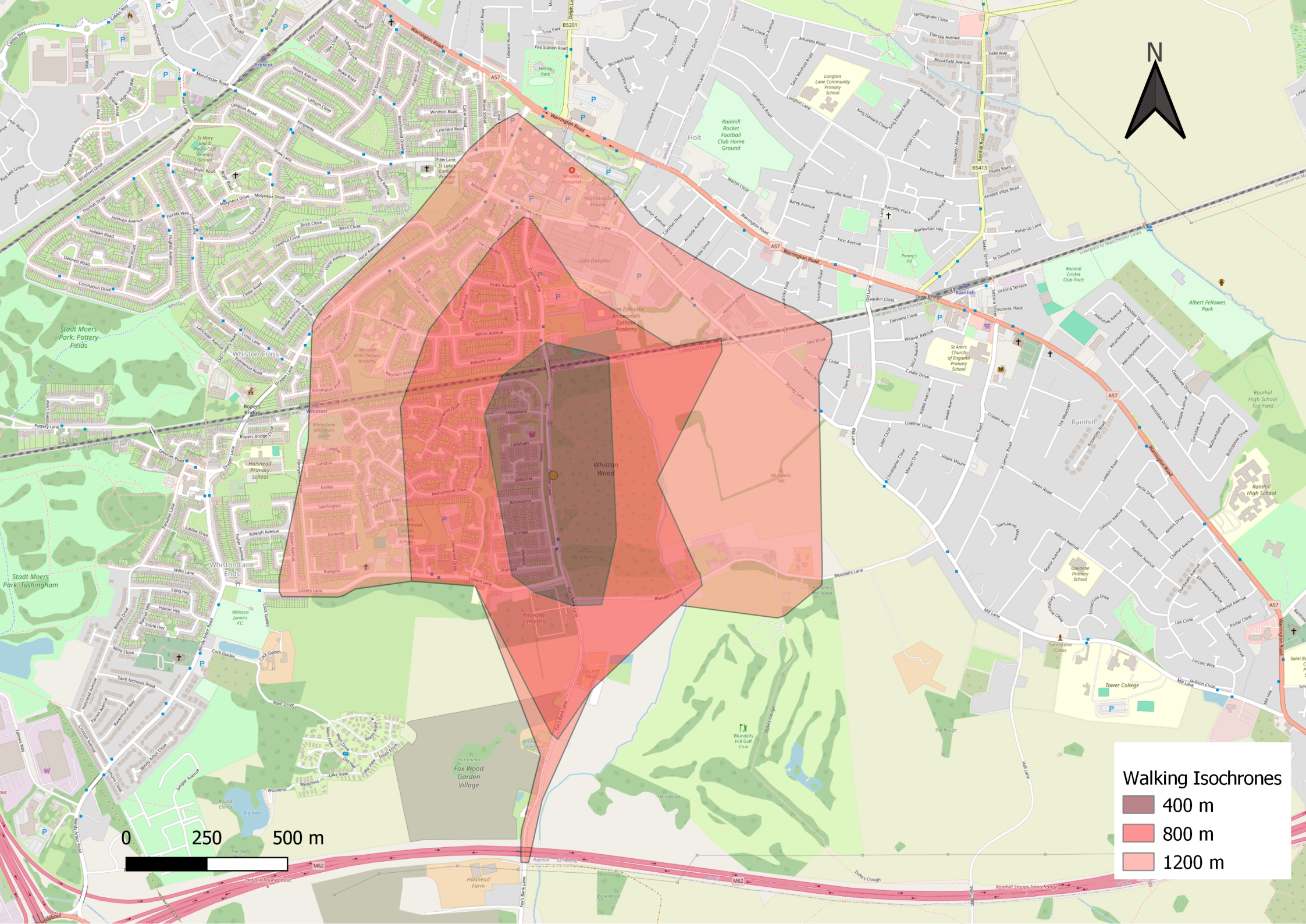
70111314_WSP_DR_LA_0003 P02

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Appendix B

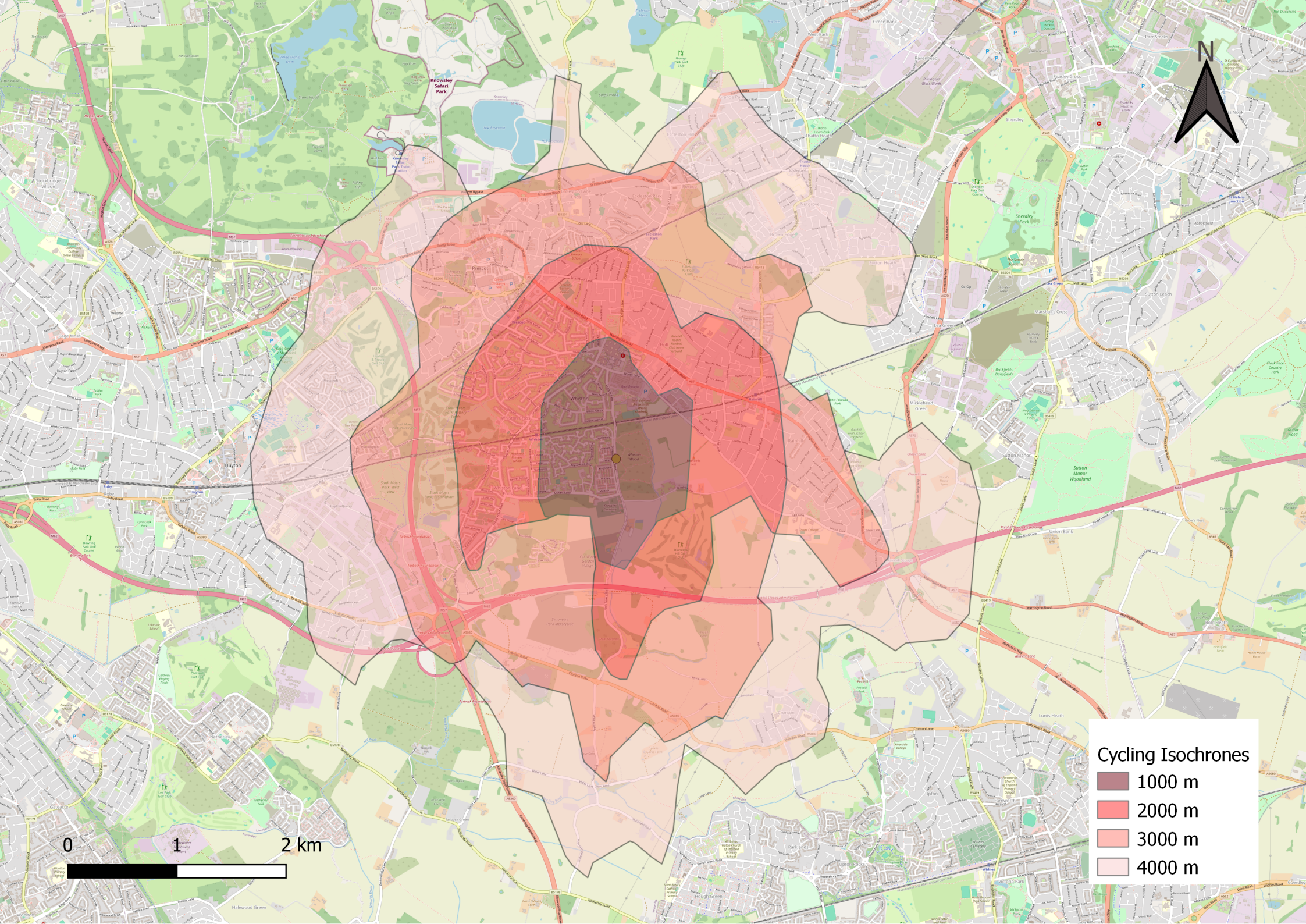
WALKING AND CYCLING ISOCHRONES





Walking Isochrones

- 400 m
- 800 m
- 1200 m



Cycling Isochrones

- 1000 m
- 2000 m
- 3000 m
- 4000 m



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