

## **Hillmore Developments Limited**

# PROPOSED MIXED-USE DEVELOPMENT ST. JAMES COURT, LIVERPOOL

**Interim Travel Plan** 

VN50542

**November 2015** 



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#### **PLANS**

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#### 1 INTRODUCTION

#### 1.1 Background

- 1.1.1 Vectos has been commissioned by Hillmore Developments Limited to prepare a Travel Plan to accompany a proposed mixed-use development in Liverpool. The site is located approximately 1.5km to the south of Liverpool city centre in the area known as the Baltic Triangle.
- 1.1.2 The Baltic Triangle is a redevelopment area that consists of a variety of land uses including historical warehousing, industrial, commercial and residential development. The development site is located to the south of this area, bordered by St. James Street to the east, Greenland Street to the south and New Bird Street to the north. Commercial development exists to the west. **Plan 1** shows the location of the site in relation to the city centre and **Plan 2** shows the local highway network in more detail.
- 1.1.3 The site currently consists of a single building that has been subdivided into a number of commercial units. Pedestrian and vehicular access to these businesses is taken from both Greenland Street and New Bird Street with hardstanding provided to cater for delivery vehicles and servicing.
- 1.1.4 It is proposed to construct a mixed-use development consisting of 157 residential apartments above 670sqm of commercial units which are envisaged would provide B1 use. The commercial floor space would be divided into four separate units. The residential properties and two of the commercial units would be accessed by pedestrians from St. James Street with the two remaining commercial units being accessed from Greenland Street. The sole vehicular access would be provided on New Bird Street, providing access to 32 car parking spaces (including 3 disabled bays) and 48 secure cycle parking spaces at a lower ground level. Plan 3 shows the layout of the ground and lower ground floors, including all of the access arrangements.



#### 1.2 Objectives

- 1.2.1 A Travel Plan is a long term strategy for reducing dependence on travel by private car. It should reflect the following objectives which are intended to achieve current Government policy in respect to transport:
  - Reduce reliance on single occupancy car journeys;
  - Promote alternative modes of travel to the car;
  - Advocate means of travel that are beneficial to the health of those living on or visiting the site;
  - Minimise car travel in the area surrounding the site, cutting down on associated costs(environmental, financial, health, etc.); and
  - Contain car parking demand.
- 1.2.2 In addition, there are a number of benefits to the local community which can be achieved through encouraging the use of sustainable transport. These include:
  - Improved air quality and less noise, dirt and fumes;
  - Walking and cycling can provide daily exercise and thus improve/maintain health; and
  - Increasing the modal shift from private motor vehicle to sustainable modes of transport can help reduce congestion on the local and national road network.

#### 1.3 Report Detail

- 1.3.1 This Interim Travel Plan has been prepared to consider travel to and from the residential development and should be read in conjunction with the Transport Assessment (TA). It will note:
  - Context of the Site;
  - Travel Plan Initiatives;
  - Travel Plan Administration, Monitoring and Review; and
  - Action Plan.



#### 2 SITE CONTEXT

#### 2.1 Site Location

- 2.1.1 The site is located approximately 1.5km to the south of Liverpool city centre, as shown in **Plan 1**. It falls within the Baltic Triangle area of Liverpool, which is the area bounded by Liver Street, Parliament Street and Chaloner Street/Wapping. The area has seen much regeneration in recent years and forms an important part of the city being located close to the waterfront, Paradise Street and Rope Walks development areas.
- 2.1.2 Development in this area consists of commercial development including flexible office/employment space at ground floor level and some residential development. This reflects guidance provided in LCC's 'Baltic Triangle Planning Framework' (2008) which seeks to ensure that development in this area is brought forward in a comprehensive and coordinated way, following best practice principles or urban regeneration and design.
- 2.1.3 The site currently consists of a single low rise building that has been subdivided into eight commercial units providing approximately 1,000sqm of light industrial B2 use class. Pedestrian and vehicular access to these businesses is taken from both Greenland Street and New Bird Street with each unit having a roller shutter to allow vehicles and deliveries direct access.

#### 2.2 Local Highway Network

2.2.1 The site is bordered by Greenland Street to the south, St. James Street to the east, and New Bird Street to the north. Commercial development exists to the west. **Plan 2** shows the location of the site in relation to the local highway network.

#### **Greenland Street**

2.2.2 Greenland Street provides the southern boundary of the site and is a single carriageway road with a 30mph speed limit. It is a no through road at its eastern end with bollards and footway preventing through vehicular access onto St. James Street. It provides the minor arm of a priority junction with Jamaica Street at its western end.



- 2.2.3 Footways are provided along both sides of Greenland Street although these are regularly intersected by private driveways and parking for local businesses. Street lighting is only provided along the northern footway, which provides the better, less disrupted route.
- 2.2.4 A wide area of hardstanding is provided along the site frontage, allowing delivery vehicles associated with the existing commercial units to park off the highway. This area is protected by the provision of a single yellow line along the adopted carriageway. On-street car parking is restricted through the creation of Traffic Regulation Orders (TROs) that allow the following:
  - Unrestricted parking (1800-0800hrs);
  - Short stay parking for less than 2 hours with no return within an hour (0800-1800hrs); and
  - Unrestricted parking for those vehicles with a Business Permit (0800-1800hrs).

#### St. James Street

- 2.2.5 The A561 St. James Street passes along the northern edge of the Baltic Triangle area in a north western to south eastern direction. It forms a signalised junction with Great George Street to the south east which in turn provides good linkages across the city including to the south, east and north. To the north west, St. James Street forms a mini roundabout junction with Jamaica Street and Park Lane, which continues towards Paradise Street and the city centre.
- 2.2.6 The City's Outer Controlled Parking Zone begins at the south eastern end of St. James Street, meaning that all car parking along its length is controlled. In the vicinity of the development site, double yellow lines are prevalent along St. James Street and on-street car parking is restricted in an identical way to Greenland Street with the issuing of business parking permits.
- 2.2.7 St. James Street benefits from continuous footpaths along both sides of the carriageway, is lit and has dropped kerbs at each junction to aid pedestrian movement.

#### New Bird Street

2.2.8 New Bird Street runs parallel to Greenland Street but on the opposite side of the development site to the north. It provides a similar function, although New Bird Street provides vehicular access to St. James Street with a 30mph speed limit. Footways are provided along both sides of the carriageway although they are regularly disrupted by private accesses and off-street parking areas. The southern footway is lit.



- Again, a wide area of hardstanding is provided along the site frontage, allowing delivery vehicles associated with the existing commercial units to park off the highway, protected by the provision of a single yellow line along the adopted carriageway. On-street car parking is restricted through the creation of TRO's that allow the following:
  - Unrestricted parking (1800-0800hrs);
  - Short stay parking for less than 2 hours with no return within an hour (0800-1800hrs); and
  - Unrestricted parking for those vehicles with a Business Permit (0800-1800hrs).



#### 3 SITE ACCESSIBILITY

3.1.1 This section provides information on the accessibility of the site and identifies opportunities to actively promote walking, cycling and public transport as sustainable travel modes. It references nationally accepted guidelines for walking and cycle distances and identifies local services and facilities in the area which may reduce the need to travel.

#### 3.2 Walking

- 3.2.1 The Institution of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot' (2000) contains suggested acceptable walking distances for pedestrians without mobility impairment for some common facilities. The guidelines suggest that an acceptable walking distance for commuting/school purposes is 1km, with the preferred maximum distance of 2km. Walking can also be promoted as part of a multi-modal journey, particularly with public transport.
- 3.2.2 The more recent CIHT document 'Planning for Walking' (2015) affirms this by stating that 80% of journeys shorter than a mile (approximately 1.6km) are made wholly on foot.
- 3.2.3 An analysis of the pedestrian routes in the area has been completed to identify areas situated within a 1km and 2km catchment, equivalent to a 12 minutes and 24 minutes walk respectively. An indicative walking catchment is illustrated in **Plan 4**.
- 3.2.4 The 1km catchment encompasses a large area to the south of Liverpool city centre including retail, employment and leisure opportunities as well as a major transport hub at Liverpool ONE. When considering a 2km catchment, the area covers the majority of the city centre.
- 3.2.5 As previously noted, the existing pedestrian facilities in the vicinity of the site are of a good standard. Footways are provided in the vicinity of the site with informal crossing facilities (i.e. dropped kerbs and tactile paving) to facilitate connectivity with the city centre and formal crossing facilities at junctions (i.e. Great George Street/Upper Parliament Street junction). In addition, there have been a number of recent improvements to pedestrian infrastructure in the area associated with adjacent development and regeneration of this area of Liverpool, particularly along Jamaica Street.
- 3.2.6 Overall, it is considered that the pedestrian network previously described in the area around the site facilitates connectivity with a number of key services (including the city centre) and therefore ensures walking can be actively promoted as a sustainable mode.



#### 3.3 Cycling

- 3.3.1 The IHT and Department for Transport (DfT) document 'Cycle Friendly Infrastructure: Guidelines for Planning and Design' (1996) provides a guide on suggested cycle speeds associated with cyclists of varying confidence and ability. With reference to the guidance, a catchment of 5km would be available within approximately 20 minutes cycle time, using a speed of 10mph (16kph).
- 3.3.2 The previously adopted PPG13 'Transport' (2001) also identifies that cycling is an effective mode for short trips up to three to five miles (5-8km) with more recent guidance still referencing previous thresholds. For example, the DfT's Local Transport Note 2/08 'Cycle Infrastructure Design' (2008) states that many utility cycle journeys are under three miles although for commuters a trip distance of over five miles is not uncommon. In addition, the document 'Planning for Cycling' (2015) states that the majority of cycling trips are for short distances, with 80% being less than five miles.
- 3.3.3 To demonstrate that cycling can be promoted for a range of users of varying ability, a 5km catchment is presented in **Plan 5**. This encompasses the whole of Liverpool city centre and surrounding suburbs.
- 3.3.4 Within the 5km catchment, cycle maps produced by LCC have been referenced to highlight the cycle infrastructure in the vicinity of the site. Within 150 metres of the site, Jamaica Street is categorised as being an on-carriageway, signed cycle route. This provides a link into Liverpool city centre (via Park Lane) but also further south to the residential areas around Toxteth and St. Michael's.
- 3.3.5 The nearest National Cycle Route is No. 56 which runs along the waterfront, loops through Liverpool city centre then continues along Duke Street and Hope Street. This provides leisure cycling opportunities around Liverpool and surrounding suburbs.
- 3.3.6 It is noted that LCC operate a cycle hire scheme and provides over 130 stations throughout Liverpool. This provides a range of tariff packages to enable people to use bikes as a sustainable mode. The nearest cycle hire location is located on Great George Street within 50 metres of the site. Additional locations are provided on Jamaica Street within 200metres of the site. In total, there are 24 available storage bays available in the vicinity of the site.



#### 3.4 Public Transport – Bus

- 3.4.1 The IHT document 'Guidelines for Planning for Public Transport in Developments' (1999) suggests that the maximum walking distance to the nearest bus stop should not exceed 400 metres, and preferably be no more than 300 metres.
- 3.4.2 The closest bus stops are located on St. James Street within 100-200 metres of the site. The inbound stop simply provides a flag pole with timetable information with the outbound stop providing a dedicated lay-by, shelter, timetable and perch seating. A summary of the main bus services that serve the stops within 400 metres of the site are presented in **Table 3.1**.

		Frequency					
No.	Route		Mon-Fri		S	at	Sun
		Peak	Day	Evening	Day	Evening	Sun
26/27	City Centre-Great Homer Street- Liverpool FC-Shiel Road-Lodge Lane- Toxteth-City Centre	10mins	10mins	30mins	10mins	30mins	20/30mins
30/30A	Maghull-Aintree- Walton-Vauxhall- City Centre-Dingle	-	-	30mins	-	30mins	30mins
103	Aigburth-Albert Dock-City Centre- Seaforth-Waterloo	30mins	-	-	-	-	-
X1	City Centre- Garstang-Speke- Runcorn-Halton Lea-Windmill Hill	30mins	30mins	-	30mins	-	-

Source: Merseytravel [Accessed October 2015]

Table 3.1: Sample Bus Services within 400 metres

- 3.4.3 As can be seen from **Table 3.1** the 26/27 service is one of the most frequent services in the vicinity of the site and provides a loop service (both clockwise and anti-clockwise) around the city. This ensures that access can be provided to major activity centres in the city.
- 3.4.4 It should also be noted that there are additional bus stops located on Great George Street which provide a further range of services to the remaining areas of the city as well as Speke, Liverpool John Lennon Airport and Widnes.



3.4.5 Overall, it is considered that the bus facilities surrounding the site are good, providing a number of regular services which are available within acceptable distances and at key travel times, suitable for a variety of trip purposes.

#### 3.5 Public Transport – Rail

- 3.5.1 The nearest rail station for National Rail services is Liverpool Lime Street, located approximately 1.5km to the north of the site. It provides services to St. Helens, Wigan, Preston and Manchester as well as services to Birmingham and London.
- 3.5.2 The Mersey Rail network is also available within approximately 1.2km at Liverpool Central Station. The Mersey Rail network provides a high frequency service between the city centre and surrounding district centres including Aintree, Southport, Ormskirk and Birkenhead. Interchange facilities are provided at Liverpool South Parkway enabling connections with National Rail services.

#### 3.6 Summary

3.6.1 Based on the review outlined in this section, it is considered that the site is accessible by a range of sustainable modes. This is facilitated given the close links with the city centre. To supplement the review, LCC's Minimum Accessibility Standard Assessment (MASA) has been completed for the proposed new development using the Council's scoring criteria. Details are provided in subsequent sections.



#### 4 DEVELOPMENT PROPOSALS

#### 4.1 Development Scale

- 4.1.1 This application seeks to reflect development in the local area, which includes a residential apartment building with ground floor commercial space. As noted in the 'Baltic Triangle Planning Framework' (2008), there is an aspiration for a mix of uses in the area to create a vibrant area within the city that includes residential, commercial and leisure uses.
- 4.1.2 The development proposals seek to demolish the existing building on the site to enable the construction of a modern, purpose built building containing 157 residential apartments. This will consist of 8 studio apartments, 68 one-bed apartments and 81 two-bed apartments.
- 4.1.3 On the ground floor, space is to be provided for a number of commercial start-up units envisaged to incorporate B1 use. These provide a total area of approximately 670sqm. The proposed layout is presented in **Plan 3**.
- As previously noted, the site is located in an area which has, and continues to be, subject to regeneration and investment in the form of residential apartments and some commercial/retail space. As such, it is considered that the proposed development accords with local guidance to create an exciting, inspirational and safe place to work and visit whilst introducing complimentary residential activity.

#### 4.2 Access

- 4.2.1 Vehicular access to the site is proposed from New Bird Street. This will provide a ramped access to an area of lower ground car parking.
- 4.2.2 As part of the development proposals, the existing frontage activity will be removed on New Bird Street and Greenland Street and pedestrian footway will be reinstated. This will remove the occurrence of vehicles manoeuvring in the vicinity of the junction with St. James Street, thereby assisting with road safety objectives in the area and facilitating pedestrian connectivity.



#### 4.3 Parking

#### Residential Dwellings

- 4.3.1 Given the site location on the edge of the city centre and close to a number of local retail, employment and leisure opportunities, it is considered that the site could provide a lower level of parking provision than generally prescribed by LCC. The provision of lower levels of parking is recognised within LCC's 'Ensuring a Choice of Travel' (2008) and can be encouraged where appropriate.
- 4.3.2 The proposed development will provide 29 car parking spaces plus 3 disabled parking spaces (equivalent to 10% of the total parking provision) at lower ground level. The spaces are not allocated to individual apartments. Instead, these will be made available to residents upon individual application for a permit on a first come, first served basis.
- 4.3.3 Access to the proposed spaces would be actively monitored and controlled by management at the site.

  This form of demand management would complement the existing sustainable modes which are available within the vicinity of the site.
- 4.3.4 It should be noted that there is a car club space located on Duke Street, within 1km of the site. This is an existing facility that is available to all residents within Liverpool and provides an alternative option to provide access to a vehicle in the city centre without having to own a vehicle.

#### Commercial Parking

- 4.3.5 None of the spaces provided within the lower ground car park are to be allocated to the commercial units. As previously noted, there is an existing permit parking scheme for businesses located within the Baltic Triangle which operates on every day of the year.
- 4.3.6 Each business can apply for a number of permits which enables vehicles to park in designated bays on New Bird Street, Greenland Street and Jamaica Street in the vicinity of the site.
- 4.3.7 Given that the local area has already accommodated parking demand associated with industrial uses on the site, it is considered that the proposed development (with reduced floor area) would operate in a similar manner with minimal conflict.



#### Cycle Parking

- 4.3.8 Cycle parking will be provided within the building with space initially for 48 bicycles in a secure, internal bike store. It should be noted that the demand for cycle parking will be monitored and additional spaces can be provided through the use of various space saving solutions if required.
- 4.3.9 As previously noted, the site is located within 50 metres of LCC's cycle hire scheme which provides ten spaces provided Great George Street. Additional spaces are also provided in the vicinity with fourteen on Jamaica Street, a further four at The Baltic Creative and ten in Cains Brewery Village. This provides an alternative option to promote cycling as a sustainable mode for the proposed development.

#### 4.4 Refuse Collections

4.4.1 Internal bin stores are proposed as part of the new development in a central location accessed directly from Greenland Street. Given that the site has previously accommodated refuse collections, and that refuse collections for adjacent developments currently occur on the local network, it is considered that collection could be accommodated as part of existing activities.

#### 4.5 Minimum Accessibility Standard Assessment (MASA)

4.5.1 As required by LCC's 'Ensuring and Choice of Travel' (2008), a MASA has been completed to consider how the development proposals align with LCC's accessibility criteria. The full assessment can be found in **Appendix A**. This supplements the site accessibility review previously discussed in this report.

#### Access on Foot

4.5.2 For access on foot, there is safe pedestrian access to and within the site and for pedestrians passing the site. In addition, there are not considered to be any barriers between the site and local facilities. This is facilitated with the reinstatement of the footways along the site frontage on New Bird Street and Greenland Street as well as providing a dedicated pedestrian entrance to the residential and commercial elements.



- 4.5.3 The development is not located within 500 metres of a district or local centre and therefore does not acquire the necessary points required by LCC's criteria. Based on LCC's accessibility maps, the nearest location on LCC's accessibility maps around Bold Street, approximately 780 metres walking distance from the site. Despite this, it has previously been noted that the site is located on the edge of the city centre with a number of employment, retail and leisure opportunities available within acceptable walking distances. It should also be noted that the Baltic Triangle area has recently be subject to investment which is not accounted for in LCC's MASA.
- 4.5.4 Overall, it is considered that although the assessment scoring falls just below the minimum standard defined by LCC, the site is located in a position where walking can be promoted as a sustainable mode. The assessment criteria does not account for the recent investment in the Baltic Triangle area and gradual expansion of city centre-style living (and associated services) to this area, which should be considered when assessing existing and future pedestrian connectivity.

#### Access by Cycle

- 4.5.5 The assessment for cycle suggests that the site achieves the minimum standard defined by LCC. There are no safety issues for cyclists turning into or out of the site, as noted in the review of historic accident data in the vicinity of the site.
- 4.5.6 The site is located within 1 mile of the city centre and is within 400 metres of an existing cycle route on Jamaica Street. Secure, internal cycle storage is proposed with spaces monitored though a Travel Plan and there is convenient access to LCC's cycle hire scheme within 50 metres.
- 4.5.7 As such, it is considered that the site can promote cycling as a sustainable mode for a variety of trip purposes.

#### **Access by Public Transport**

4.5.8 The site assessment achieves the LCC minimum scoring for access by public transport. This is due to the fact that the site is located within 200 metres of bus stops with no major barriers along the main pedestrian routes.



4.5.9 There are a number of frequent services which run along St George Street and St. James Street which combine to provide a high frequency service of more than four services per hour. These provide links to a variety of destinations and therefore public transport can be considered as a realistic alternative to private car travel.

#### Vehicle Access and Parking

- 4.5.10 As previously noted, the development will provide a single vehicular point of access into the main area of car parking and will remove the existing frontage activity in the vicinity of the St. James Street junction.
- 4.5.11 Parking is proposed at the site with a limited supply of spaces actively managed. The level of parking at the site, as previously noted, will assist with overall demand management at the site and the provision of business parking permits provides an option for the commercial units on the ground floor, reflecting existing operations.
- 4.5.12 Servicing has previously been coordinated at the site and bin stores are located centrally within the building with direct access provided on to Greenland Street.

#### **Summary**

4.5.13 In combination with the review of site accessibility previously presented, it is considered that the site and development proposals provide an excellent opportunity to promote sustainable travel modes, be that walking, cycling or public transport.



#### 5 TRAVEL PLAN INITIATIVES

- 5.1.1 To satisfy the objectives, a range of initiatives are provided in this document. These are discussed in the following section and are intended to encourage travel by sustainable modes. Where it is not possible for residents or visitors to make journeys to the site either on foot, cycle, or public transport, car sharing may be promoted as the next most sustainable alternative.
- As far as possible, the measures set out in this section are designed to be suitable for review and monitoring. The list is not exhaustive and additional measures may be added to the list in the future.
- 5.1.3 It is important for the Travel Plan to be flexible to changing circumstances and innovations. Once it has been implemented, the Travel Plan Co-ordinator will be encouraged to investigate and adopt other potential initiatives to increase the attractiveness of making journeys to the site by non-car modes where appropriate.

#### 5.2 Development Provision for Sustainable Travel Modes

- 5.2.1 As outlined previously, the development is to facilitate links to sustainable transport provision, as summarised below:
  - Pedestrian/cycle infrastructure available within the vicinity;
  - Dwellings within acceptable walking distance to bus stops with good service provision;
  - Reinstated footways along the site frontage to facilitate pedestrian movement in the vicinity;
  - Car parking supply actively managed for residents;
  - Cycle parking/storage as required.

#### **5.3** Provision of Information

5.3.1 The dissemination of information relating to sustainable travel modes will be an important part of the Plan. Prospective residents in any new development are unlikely to be aware of the full opportunities available for using sustainable transport modes as they may not be familiar with the site or the local area.



- 5.3.2 Information in relation to sustainable transport opportunities may be disseminated in the following ways:
  - Inclusion of information, in relation to the available sustainable transport opportunities, within an initial information pack. This would be made available within any sales office and sent out to prospective buyers upon request;
  - Sales and marketing staff should be made fully aware of the sustainable transport opportunities
     so that they can promote them to potential purchasers;
  - Provision of 'Travel Packs' to all property buyers. The pack would include walk and cycle maps, showing integration with local amenities and public transport, and details of local public transport services, including maps and timetables. The pack might also contain the first travel questionnaire/diary and note the overall objectives to raise awareness of the proposals; and
  - Use made of existing and emerging technologies (i.e. mobile phone applications, real time public transport information systems) where appropriate.

#### 5.4 Travel Pack

5.4.1 The Travel Plan will be marketed and promoted through the provision of the Travel Pack for new buyers. In addition to this, the Travel Plan Co-ordinator will also investigate the potential for providing community web pages, which may be hosted through an existing (e.g. developer website) or new website. This could be used to disseminate information, such as forthcoming national events (e.g. National Cycle to Work Week) and available sustainable transport discounts. Further detail for specific modes is outlined below.



#### 5.5 Mode Specific Travel Information

#### Walking

- 5.5.1 Measures to encourage walking as part of a multi-modal journey might include:
  - Travel Plan Co-ordinator liaison with the Highway Authority to ensure that potential pedestrian walking routes are appropriately maintained;
  - Residents informed of Active Travel through the use of information sheets (possibly made available on a community website or online forum);
  - Review of local pedestrian facilities to ensure access widths are appropriate and gradient changes allow for comfortable wheelchair and parent with child access;
  - Simple review of local street furniture such as bollards, seating to ensure locations are appropriate and do not introduce hazard to visually impaired. Where appropriate white strips can be affixed to bollards and tactile paving used to warn of hazards such as steps; and
  - Review of on-site signage to ensure appropriate information provided to direct pedestrians to local bus and rail services and appropriate cycle routes.

#### <u>Cycling</u>

- 5.5.2 Cycling is promoted with secure cycle parking provided within the development. Further measures to encourage cycling might include:
  - Monitoring of cycle parking facilities with additional cycle parking provided should demand warrant it:
  - Promotional material on bicycle maintenance to be available to residents (possibly via a community website);
  - Practical advice, safety information and local route information can be promoted;
  - Advertisement of a local bicycle user group to new residents;
  - Special travel events could be promoted at the site (e.g. a Dr Bike style event);
  - The Travel Plan Co-ordinator to liaise with the Highway Authority to ensure that cycle routes are appropriately maintained; and
  - Option for partnership with local cycle store which may facilitate the provision of vouchers or discounts for residents.



#### **Public Transport Services**

- 5.5.3 As previously noted, there are a number of bus services available in the vicinity of the site. The use of public transport can be promoted as part of a multi-modal journey. Measures to encourage bus and train usage include:
  - Up to date information provided on bus and train services, including route information and service frequencies, available to residents (possibly on a community website);
  - The Travel Plan Co-ordinator to liaise with the Local Authority and the public transport operators to ensure that information remains valid; and
  - The Travel Plan Co-ordinator to bring to the bus and rail operators attention any issues raised to ensure that the potential for the use of these services to the site is maximised.

#### Taxis

5.5.4 Taxis may allow residents to make trips by public transport and then access the site more easily, even if this is occasional. A list of local taxi company's contact details will be available within the Travel Pack.

#### Car Sharing

- 5.5.5 Given the proximity to other residential developments in the vicinity, a car sharing scheme could be proposed for residents administered using a local database via a community website or alternatively there may be opportunities to use an internet based scheme such as <a href="https://www.liftshare.com">www.liftshare.com</a>.
- 5.5.6 It should be highlighted that by car sharing, residents will not be expected to make every trip by this method if it does not suit their study/work patterns or home commitments. Car sharing for just one or two trips a week is very beneficial and will be encouraged if this is more suitable.
- 5.5.7 The Travel Pack, and potentially the community web pages, will advertise at least one link to a website where the cost of owning and running a car can be calculated. This is intended to highlight the often unseen costs of owning a car.



#### 5.6 City Car Club and Cycle Hire

- 5.6.1 City Car Club operates within Liverpool and offers a large number of car parking bays across the city. The closest cars are approximately 1km from the site with a space allocated on Duke Street. It is possible that with the regeneration in the area, the demand for additional cars would grow and this would justify new City Car Club vehicles to be located in the area.
- 5.6.2 In addition, LCC operate a cycle hire scheme which is the larget outside of London. This provides around 140 stations with over 1000 bicycles available for hire with a flexible tariff system to suit a variety of trip purposes. Business discounts can be negotiated.
- 5.6.3 The Travel Co-ordinator will highlight the availability of City Car Club and Cycle Hire to the new occupiers and facilitate demonstrations if required.



#### 6 ADMINISTRATION, MONITORING AND REVIEW

#### 6.1 Administration

#### Management

- 6.1.1 The administration of the Travel Plan will initially be the responsibility of a Travel Plan Co-ordinator.

  The Travel Plan Co-ordinator can provide residents with details of the environmental, social and health benefits to be gained by using sustainable transport modes and should be the first point of contact for residents and other outside organisations in all matters regarding travel.
- 6.1.2 This post will run for the lifetime of the Plan which is typically 5 years with duties of the Travel Plan Coordinator generally including:
  - The operation of the Plan;
  - Maintenance of a database containing existing travel information;
  - Monitoring of the Travel Plan;
  - The preparation of subsequent update Travel Plan reports for submission to the Local Authority;
  - Liaison with the Local Authority Travel Plan Co-ordinator (where appropriate);
  - Liaison with Public Transport providers (where appropriate);
  - Promotion of the Travel Plan; and
  - Promotion of travel events.

#### <u>Funding</u>

- 6.1.3 The Travel Plan is fully supported by management at Hillmore Developments Limited. Financial measures are to be considered at an appropriate time along with a suitable budget to be set aside for the Travel Plan and its initiatives as required.
- 6.1.4 The Action Plan for the implementation of the Travel Plan is discussed in subsequent sections of this document.



#### 6.2 Monitoring

6.2.1 The Travel Plan is a strategy which can evolve over time. It is important that the Plan is a flexible document that is responsive to change, although the underlying objectives of the Plan, which are to educate and facilitate travel by sustainable modes, will not change.

#### <u>Baseline</u>

- 6.2.2 Travel surveys and counts are to be conducted to determine the baseline from which the effectiveness of the Travel Plan will be evaluated. These could be supplemented by a questionnaire survey or travel diary for residents living on the site.
- 6.2.3 It is envisaged that the first questionnaire surveys/travel diaries will be issued to residents as part of the Travel Pack. Within 6 months of first occupation, that survey data will be collected and analysed. This will establish the baseline upon which to set targets and monitor progress.
- 6.2.4 It could be advertised that each returned completed questionnaire is entered into a prize draw; the winner receiving a prize, which may be vouchers for a local cycle shop or similar.
- 6.2.5 The surveys should be repeated on an annual basis if required (for a 5 year period). The outputs of an on-going monitoring programme will be used to inform the content of the subsequent updated Travel Plan reports and will encompasses the following elements:
  - Monitoring the use of cycle parking;
  - Monitoring the demand for additional cycle parking;
  - Monitoring the take up of a potential car share scheme; and
  - Recording of comments/observations received on transport and travel to the site.
- 6.2.6 A programme of monitoring and review will be designed to generate information by which the success of the Plan can be evaluated. Monitoring and review will be the responsibility of the Travel Plan Coordinator.

#### **Targets**

6.2.7 Following the establishment of the baseline, a full Travel Plan for the site will be produced which will include targets (to be agreed with the Local Authority).



6.2.8 It is envisaged that targets will be set for the percentage of trips by sustainable modes over a 5 year period. It may be possible to increase the number of walking and cycling trips by a percentage (to be agreed) over a 5 year period to assist with general health and wellbeing.

#### 6.3 Review

- 6.3.1 The first review will be 12 months after completion of the full Travel Plan, and will include production of a brief Travel Plan review report. This will be submitted to the Local Authority for information.
- 6.3.2 After the initial review, a further update should be carried out annually, which would include the submission of a summary report to the Local Authority. This should continue for a period of 5 years. The review of the Plan might include:
  - Analysis of the latest travel survey responses;
  - The latest bus, cycle, and walking route information;
  - Consideration of any subsequent development or new transport provision in the local area and its implications for the Plan;
  - Review of targets for the future year;
  - Any additional measures, any changes/refinements to existing measures; and
  - Evaluation of the success of the various measures implemented to date.



#### 7 DRAFT ACTION PLAN.

- 7.1.1 The following list describes the proposed measures that are to be taken to help achieve the Travel Plan objectives. The measures can be developed in the form of an Action Plan as outlined in **Table 7.1** below. The Action Plan should:
  - Include a time frame for each action so as to provide a clear approach for the implementation of the Travel Plan;
  - Name the person who is to be responsible for making sure the actions are accomplished; and
  - Include a range of measures of varying degrees of complexity. It is important to ensure that all
    measures are attempted and that not just the easiest measures are achieved.

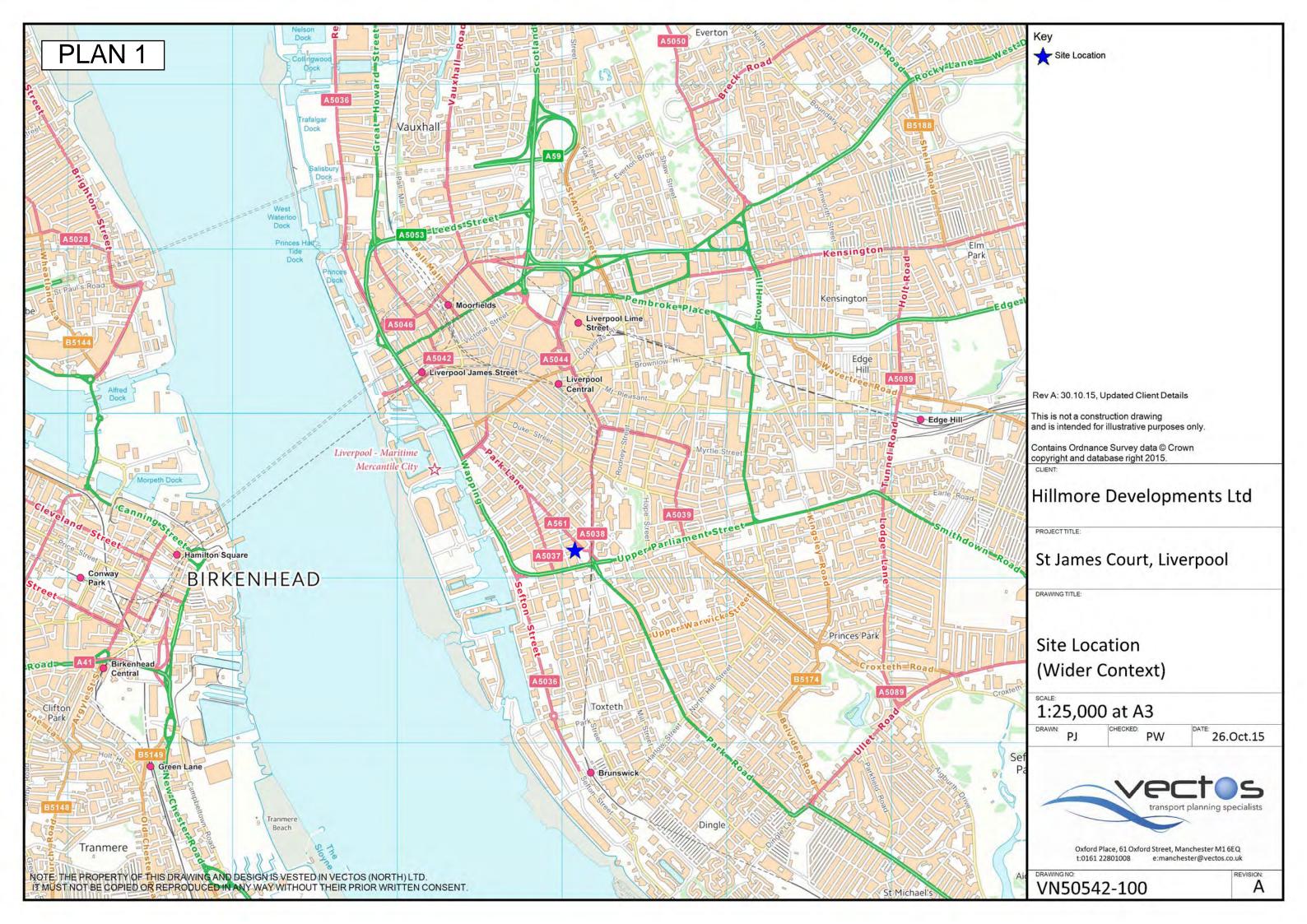


Measure	Target Date	Ownership		
Prior to C	onstruction			
Appointment of Travel Plan Coordinator	As per planning approval	Hillmore Developments Limited		
During Co	nstruction			
Installation of on-site infrastructure for sustainable travel	As per planning approval	Developer		
Construct pedestrian and cycle links (where appropriate)	As per planning approval	Developer		
Sales	Phase			
Sustainable travel information included within initial information pack (available in sales office)	During sales period	Developer		
Sales and marketing staff to be made aware of sustainable travel options	During sales period	Developer/Sales Staff		
Investigate potential for community website	During sales period	Travel Plan Coordinator		
Establish contact with local cycle store	During sales period	Travel Plan Coordinator		
Upon Occupati	on (Short Term)			
Provision of Travel Packs for properties (including travel diary for survey data)	Upon individual occupation	Travel Plan Coordinator		
Baseline travel data to be analysed	Within 6 months of first occupation	Travel Plan Coordinator		
Promote benefits of walking and cycling – make health benefits clear via 3 <sup>rd</sup> party promotional material	Upon individual occupation	Travel Plan Coordinator		
Advertise car sharing initiatives and active travel information	Upon individual occupation	Travel Plan Coordinator		
During Occupatio	n (Medium Term)			
Conduct further travel surveys/travel questionnaires (if considered appropriate)	On-going	Travel Plan Coordinator		
Advertise travel events such as Dr Bike and national travel days to encourage participation	On-going	Travel Plan Coordinator		
Ensure travel information is periodically kept up to date and made available for residents	On-going	Travel Plan Coordinator		
Complete annual review for Local Authority for 5 years following first occupation	On-going	Travel Plan Coordinator		

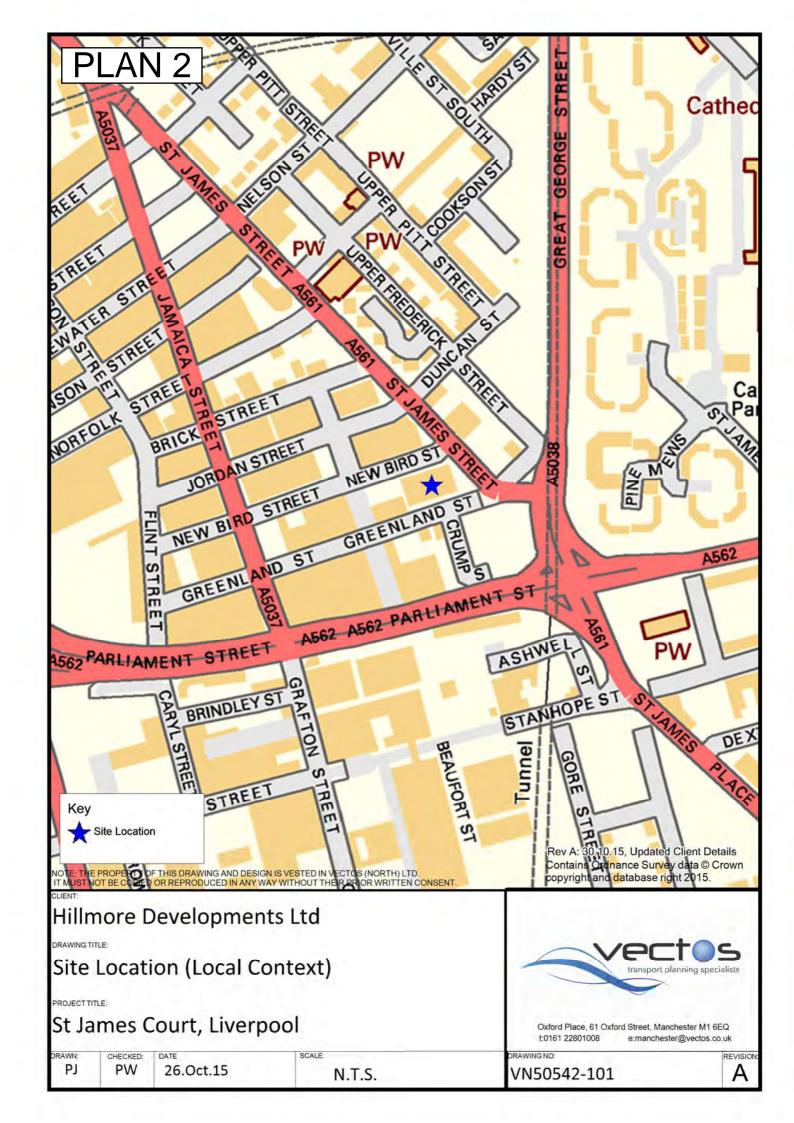
Table 7.1: Residential Development – Draft Action Plan

## **PLANS**

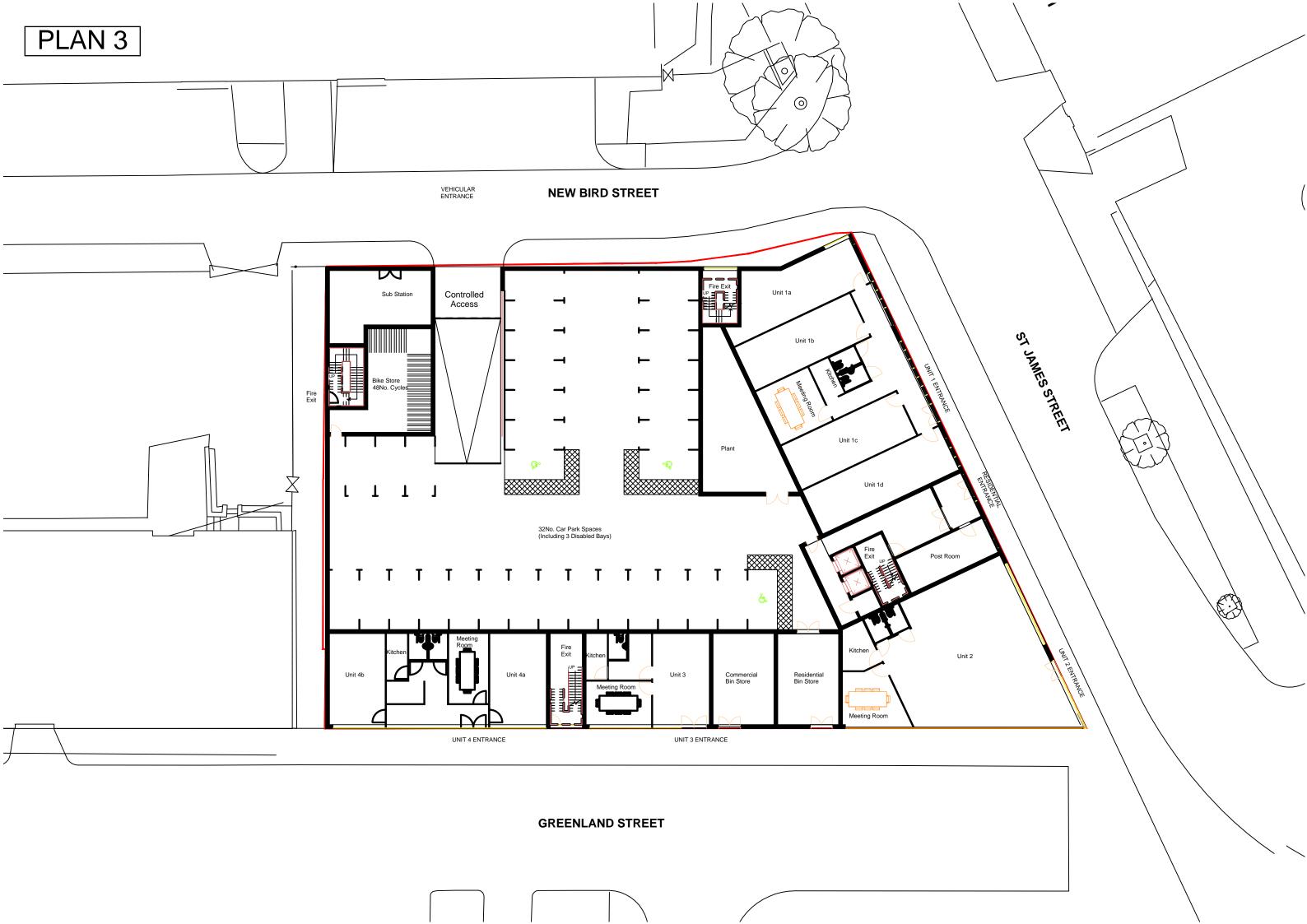
## Plan 1 – Site Location



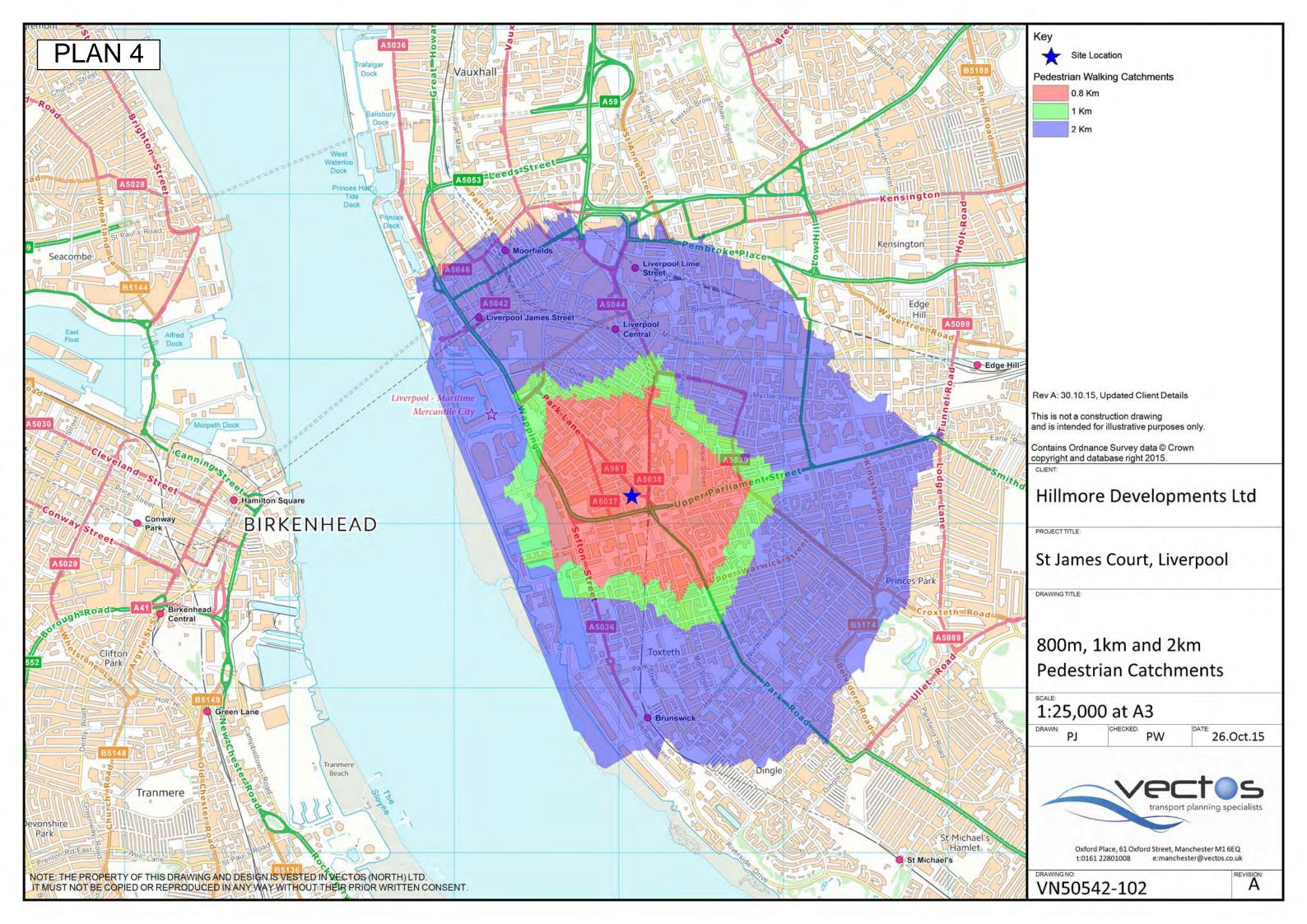
# Plan 2 – Local Highway Network



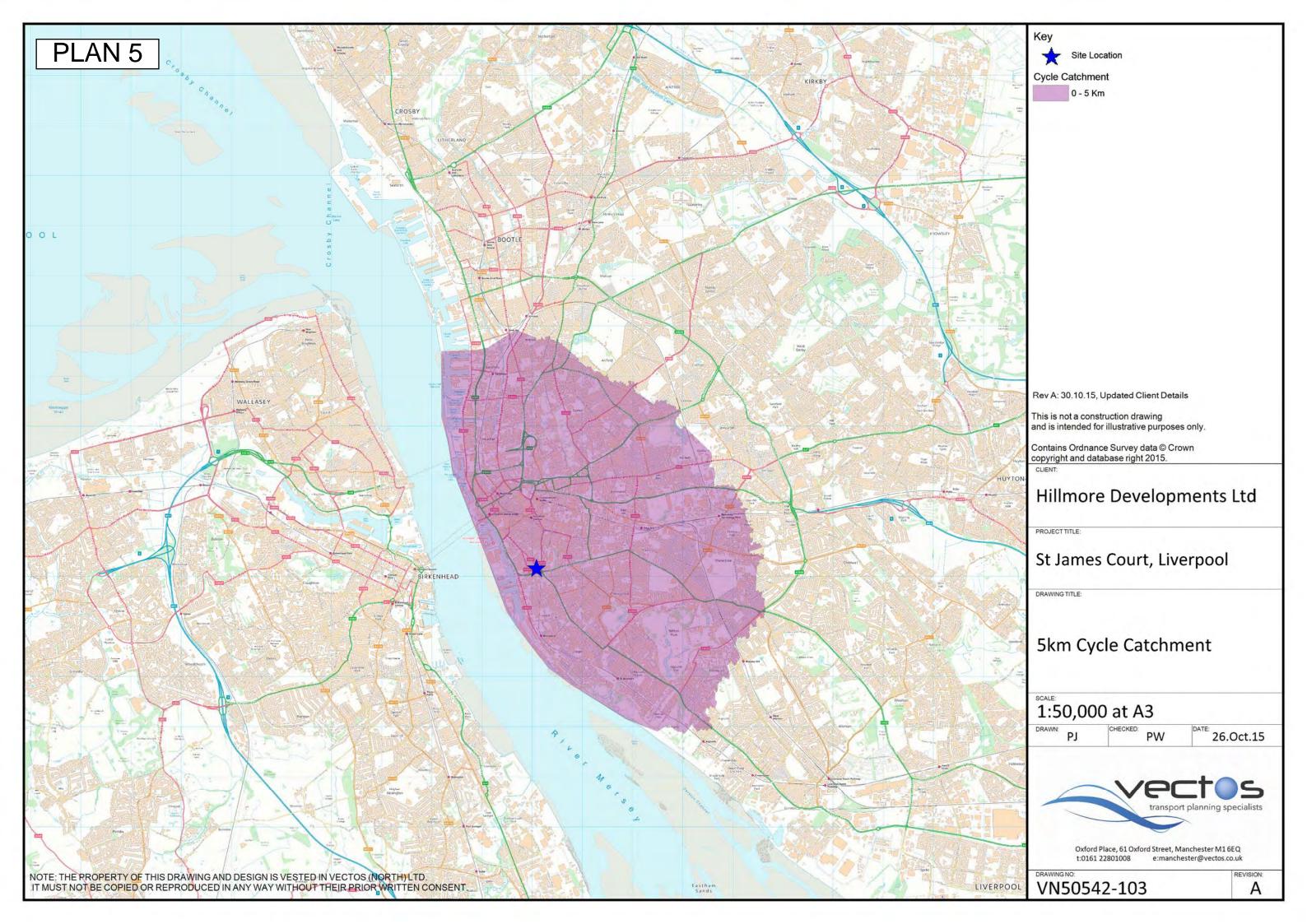
# Plan 3 – Proposed Site Layout



# Plan 4 – Walking Catchment



# Plan 5 – Cycling Catchment



## **APPENDICES**

# Appendix A – Minimum Accessibility Standard Assessment

Address:	St James Court, Liv	erpool			
Completed By: St James Court, Liverpool					
		Access Diagram	1		
developme (This can b	ram been submitted whent and how this links to be included within the D has not been submitted	o the surrounding roa Design and Access St	ds, footpaths and siç atement, see Section	ght lines?	Yes No
Access on		Points	Score		
Safety	Is there safe pedestrian pedestrians passing the sides of the road)? If no yaccess.	site (2m minimum wid	th footpath on both		Yes No
Location	Housing Development:		Yes	2	
	within 500m of a district Accessibility Map 1 in A Other development: Is the local housing (i.e. within houses per hectare (see Appendix F)	No	0	0	
Internal	Does 'circulation' and ad		Yes	1	
Layout	reflect direct, safe and e routes for all; with priorit when they have to cross	No	0	1	
External Layout	Are there barriers betwee facilities or housing which access? (see Merseysid Access and Mobility)e.g	ch restrict pedestrian le Code of Practice on	There are barriers	-2	
	No dropped kerbs desire lines;     Steep gradients;		are to barriers	1	1
	heavy traffic;	crossing where there is e.g. lack of lighting.			
Other	The development links to identified recreational walking network (see Accessibility Map 1). If no, please provide reasons why not.				Yes No
				Total (B)	
Summary	Box A: Minimum Standard (from Table 3.1)	4	Comments or action any shortfall		
	Box B: Actual Score	2	Site is not withir district or local of LCC's Accessibilities However, it is on the city centre a an area of the city and continues to regeneration an	tentre backy Maps. In the edgend is locaty which or be subjected.	e of ted in has ect to

Access by	Cycle			Points	Score
Safety	Are there safety issues for a road junctions within for cyclists due to the levissues in your application	n 400m of the site (e.g. ovel of traffic)? If yes, you	dangerous right turns		Yes / No
Cycle Parking	Does the development meet cycle parking standards, in a secure location with natural surveillance, or where appropriate contribute to communal cycle parking facilities? If no, you must address cycle parking standards and cycle parking facilities.				Yes / No
Location	Housing Development:		Yes	2	2
	within 1 mile of a district Accessibility Map 1) Other Development: Is thousing (e.g. within 1 miles) houses per hectare (see Appendix F)	the density of local iile) more than 50	No	•	
Internal	Does 'circulation' and ac		Yes	(1)	1
layout	reflect direct and safe cy given to cyclists where t vehicles?		No	U	
External Access	The development is with route (see Accessibility create a link to a cycle r	Map 1 in Appendix F) a	ind / or proposes to	1	1
	The development is not route (see Accessibility		ing or proposed cycle	-1	
Other	Development includes s lockers for cyclists	shower facilities and	Yes	1	1
	lookers for cyclists		No	0	
0	D A-			Total (B)	
Summary	Minimum Standard	4	Comments or action any shortfall	n needed t	o correct
	(From Table 3.1)				

Actual Score  5 Cycle routes are located on Jamaica Street and cycle parking is provided within to site in a secure store. The site also located within 50m of LCC's cycle hire scheme which is also solve the scheme whi	the
provides further flexibility when promoting cycling.	of
Access by Public Transport Points So	core
Location Is the site within a 200m safe and convenient Yes 2	
and walking distance of a bus stop, and/or within access to public 2 in Appendix F).	2
transport Are there barriers on direct and safe pedestrian There are barriers 0	
routes to bus stops or rail stations i.e.  A lack of dropped kerbs; Pavements less than 2m wide; A lack of formal crossings where there is heavy traffic; or Bus access kerbs.	1
Frequency High (four or more bus services or trains an hour) 2	
Medium (two or three bus services or trains an hour) 1	2
Low (less than two bus services or trains an hour) 0	
Other The proposal contributes to bus priority measures serving the site 1	
The proposal contributes to bus stops, bus interchange or bus or rail stations in the vicinity and/or provides bus stops or bus interchange in the site	
The proposal contributes to an existing or new bus service 1	
Total (B):	

Summary	Box A: Minimum Standard	5	Comments or actionany shortfall		
	(from Table 3.1)		Site located wit stops on St Jam		
	Box B: Total Score	5	provide a high f service to a nur destinations are centre and inne	requency nber of ound the	/ city
Vehicle A	ccess and Parking			Points	Score
Vehicle		and from the road?	If no, you must address	Tomes	Yes No
access and circulation	can the site be adequatissues.	tely serviced? If no,	you must address service		Yes No
			ers (pedestrians, cyclists esal? If yes, you must		Yes / No
	Has access for the emergency services been provided? If no, you must provide emergency service provision.				Yes No
		from the road or ra act of traffic on loca Accessibility Map 3			Yes / No
Parking			n advised in Section 4 for ision must be reassessed.		Yes / No

	The off-street parking pro	ovided is less than 75%			
	with another developme	elopment type (or sha	6 of the amount advised ares parking provision	2	Yes / No
	For development in con	trolled parking zones:			Yes / No
	Is it a car free devel	elopment?		1	Yes No
	provision of disable		eet parking spaces (inc outes to other identified including car clubs)	1	res No
				Total (B):	
Summary	Box A:  Minimum Standard  (From Table 3.1)	3	Comments or action any shortfall. If con appropriate for the parking (see section been provided, pleater parking supply location of the of the city cent of sustainable repromoted all car use. Parking site to be active with business upon existing permit vicinity (as per operations).	ditions are reduced lot 4), but the se explain proposed site on the re with a modes the nead of proposed spaces ely managenits utilis	e evel of lis has not n why.  d given ne edge variety at can orivate in the ged sing in the