

Travel Plan

Proposed Educational Facilities and Student Accommodation

Haigh House and Hardman House, Hardman Street, Liverpool

Carpenter Investments Ltd

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1.0 INTRODUCTION

- 1.1 This Travel Plan has been prepared by SCP on behalf of Carpenter Investments Ltd. to support the proposed redevelopment of Haigh House and Hardman House, Liverpool, as part of the planning process, accompanying the planning application.
- 1.2 A Travel Plan (TP) is an important tool for delivering sustainable access to a development. It provides a long-term strategy that seeks to deliver sustainable transport objectives through positive action.
- 1.3 There are a number of challenges that travel plans can significantly contribute towards meeting. Firstly, local authorities need to provide development in areas that benefit from good levels of sustainable transport, while reducing congestion in urban areas. Travel plans can help to minimise the potential increase in traffic resulting from such development.
- 1.4 Climate change is also becoming an increasingly important aspect of planning policy and the need to reduce carbon emissions, of which transport accounts for a quarter. Travel plans can help reduce use of private transport and assist in meeting stringent targets.
- 1.5 In addition, there is a need to promote more healthy lifestyles and travel plans can help through increased walking and cycling. As a result, a travel plan forms a key stage in the forward planning process and is a 'living document' that needs to be regularly reviewed to ensure its effectiveness.
- 1.6 The travel plan seeks to establish clear outcomes to be achieved in relation to access and sets out all the measures to be implemented in detail, with an action plan, timescales, targets and responsibilities for implementation, monitoring and review.
- 1.7 Travel patterns associated with students tend to differ considerably from typical residential developments. Student accommodation, as in this case, is usually built close to the University to be attractive for students. Therefore, their primary trip purpose is within easy access by foot and cycle.
- 1.8 Other main trip types for students are for leisure, shopping and social reasons. Universities provide an extensive range of leisure facilities on-site, while most are located close to city and town centres, offering a host of social and retail opportunities within easy access.
- 1.9 Car parking at University accommodation is often heavily restricted, particularly in City Centre locations such as this site. This reflects the proximity of the University and other facilities such that a car becomes unnecessary.

- 1.10 Work travel plans focus on the need for staff to make sustainable journeys to work with flexibility to continue their current routine if that includes multiple stops etc., with a single final destination.
- 1.11 The development of this travel plan has been prepared based on the following objectives:
- Address the access needs of site users;
 - Promote walking, cycling and public transport as efficient means of travel;
 - Promote healthy lifestyles and sustainable, vibrant communities.
- 1.12 This travel plan has been based on the above objectives, for which a variety of measures will be considered in order to achieve them over the lifetime of the travel plan. The travel plan will focus primarily on travel to and from the university campuses, town centre and various travel connections. Measures introduced and controlled by this TP will primarily facilitate student travel to and from the accommodation. However these measures will also be available to all staff of the accommodation, educational facilities and the commercial units. For initial targets due to current available information, emphasis is on staff travel to the single destination of Haigh House and Hardman House.
- 1.13 Journeys for other purposes such as health and leisure are also considered to ensure sustainability. By successfully promoting these types of travel via sustainable modes the above objectives can be achieved.

2.0 TRAVEL PLAN BACKGROUND

- 2.1 Travel plans are dynamic, living documents that should be updated regularly to ensure that the aims and objectives represent the current situation in respect of travel and access. The travel plan (TP) is prepared alongside the accompanying Transport Statement, which provides the evidence to support the outcomes sought and the measures needed in a travel plan. The TP will continue for the life of the development, requiring commitment from occupiers.
- 2.2 Travel plans are designed to be flexible to suit an individual site and the local characteristics. Similarly, they should be developed with consideration for the scale of the development and the likely impact on travel behaviour as a result of any potential measures. This TP is site specific and takes into account the explicit requirements of the expected students and staff.
- 2.3 The TP is evaluated against three tests, set out as the acronym **CAT**. These tests are to ensure that the travel plan:

C overs all key elements	Does the travel plan document contain all the key elements that are expected to be included in a travel plan, with appropriate content in each case?
A ddresses site specific issues	Does the travel plan address all the issues identified in the transport assessment and respond to the specific barriers and opportunities that are presented by the site?
T ips the balance in favour of sustainable transport	Does the travel plan contain measures that can be expected to make a real difference – i.e. does it make access to the site by sustainable transport more attractive when compared to access by car, in terms of cost, journey times and convenience?

- 2.4 The first test can be assessed on the basis of a checklist approach while the other two tests rely on a judgement about the individual travel plan that needs to be made, particularly in the light of the local context.

Travel Plan Benefits

- 2.5 TPs can result in a variety of benefits to the occupiers of a development and the wider community, as well as address a range of issues, including:
- Promote healthy lifestyles and sustainable, vibrant communities;
 - Provide adequately for those with mobility difficulties;
 - Reduce demand for car parking, thereby enabling more efficient land use;

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- Reduce pressure on highway capacity, particularly at peak times;
 - Improve social inclusion;
 - Cut carbon emissions and their contribution to climate change;
 - Improve local air quality, while reducing noise pollution;

2.6 A TP should provide benefits to all parties, including the developer, the site occupants and the local authority, which can help in gaining widespread commitment to its implementation and continuing operation.

2.7 TPS can also play a role in helping students and staff mitigate their transport contribution towards climate change and help adapt to the impacts of climate change.

Policy Context

2.8 Travel plans are secured through a policy framework that extends from national through to local level when dealing with new development proposals.

2.9 Travel plans were first secured within the planning system within the context of “Planning Policy Guidance Note 13: Transport” published by the Government in March 2001. The recent publication of the government’s **National Planning Policy Framework** (NPPF) (2012) has replaced PPG13 in its entirety. The NPPF is aimed at streamlining the planning process, making it more accessible at neighbourhood and community level and simplifying the decision making process.

2.10 The NPPF advises, in relation to transportation issues surrounding new development and in particular to travel plans and accessibility, that the following be adhered to:

- All developments which generate significant amounts of movement should be required to provide a travel plan.
 - Masterplan design should take account of whether the opportunities for sustainable transport modes have been taken up to reduce the need for major transport infrastructure.
 - Access should be safe and achievable by all people.
 - Developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.
 - Design should protect and exploit opportunities to use sustainable transport modes for the movement of goods or people; give priority to pedestrian and cycle movements, and give access to high quality public transport facilities; create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians; and consider the needs of people with disabilities by all modes of transport.
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- 2.11 The key national policy document for travel plans was published by the Department for Transport in April 2009 and is entitled “**Good Practice Guidelines: Delivering Travel Plans through the Planning Process**”. This document updates previous guidance following significant changes in travel planning and an increased awareness of how transport affects other aspects of life, such as climate change and health.
- 2.12 The guidelines identify that travel plans are an important tool for delivering sustainable access as part of a new development, and encouraging sustainable travel behaviour from the outset. The document provides assistance in the preparation of a travel plan, including when a travel plan is required and what it should contain, as well as how travel plans should be evaluated, secured, implemented and then monitored and managed long term. The document also outlines the responsibilities of the developer, occupier, local transport operators, highways and planning authorities in the implementation of the travel plan.

Ensuring a Choice of Travel Supplementary Planning Document (SPD)

- 2.13 In terms of local planning policy, The Supplementary Planning Document (SPD) has been developed in partnership with the Merseyside Local Authorities and Merseytravel in order to provide consistent guidance to developers on access and transport requirements for new development across the wider Merseyside area, Its overall objectives are:
- Ensure a reasonable choice of access by all modes of transport to new development;
 - Reduce the environmental impact of travel choices;
 - Improve road safety;
 - Promote healthier lifestyle;
 - Reduce level of traffic growth; and
 - Encourage opportunities to improve the quality of development proposals through the provision of less car parking spaces where appropriate

3.0 SITE AUDIT

Existing Site

- 3.1 The site is located to the east of Liverpool City Centre to the north of A5039 Hardman Street. It is bound by the A5039 Hardman Street to the south, South Hunter Street to the east, Baltimore Street to the west and Maryland Street to the north. The site is divided by back Maryland Street which is privately owned and is part of the site. The building on the northern side of the site is known as Haigh House and is currently part of Liverpool John Moores University. The building to the south of the site is known as Hardman House.
- 3.2 Hardman House is currently made up of a mix of occupied and disused commercial/retail units on the ground floor and commercial/office use to the rear and upper floors.
- 3.3 Until 2014, Haigh House was occupied by the LJMU Students union, which then relocated to the Fosters Building on Mount Pleasant. When it was the Student Union, it was used for student welfare such as housing, advice, finance, as well as a leisure facility with clubs & societies, bar and nightclub.
- 3.4 Since this time, the building has been occupied by 'Love Assembly' as a place of worship. They hold events almost daily including: study groups, Sunday school, Friday night prayers and a Sunday service.
- 3.5 The site can be accessed from the A5039 Hardman Street via Baltimore Street or South Hunter Street, from Rodney Street via Maryland Street and from Hope Street via Maryland Street. At present, both Back Maryland Street and Maryland Street to the immediate north and through the site are bollarded/gated and comprise part of the site.
- 3.6 The A5039 Hardman Street is on a gradient that slopes downwards from east to west, is approximately 15m wide and has two lanes of traffic in both easterly and westerly directions. Oncoming traffic is separated by a central reservation area to prevent traffic from entering opposing lanes. There are breaks in the central reservation areas to allow right turners to access Baltimore Street, South Hunter Street and Pilgrim Street opposite.
- 3.7 Along the site frontage there are well surfaced, wide footways approximately 2m in width that feature landscape gardening that provide a buffer between traffic and pedestrians. All crossings on the local highway network feature dropped kerbs and tactile paving as a minimum. Outside of the Former School for the Blind, on the southern side of the A5039 carriageway there are very wide footways in excess of 3m.

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- 3.8 The A5039 Hardman Street junctions with Rodney Street in the form of a signalised cross roads. Located here are controlled pedestrian crossings with dropped kerbs and tactile paving, as well as pedestrian guard-railing that protect pedestrians from traffic.

Development Proposals

- 3.9 The proposals are for the demolition of Hardman House which is to be replaced by a student accommodation block with a total of 208 bedrooms arranged in 30 clusters and retail uses with a GFA of 1145m² (A1/A3/A4/A5) on the ground floor. This will form Phase 1 of the development.
- 3.10 Phase 2 comprises of the demolition of Haigh House, which is to be replaced by an educational facility. The educational block will comprise a lecture theatre, teaching spaces, social & catering, toilets, staff rooms and open IT space. In total, the educational facility will have a GFA of 3,661m². There will be no on-site parking for staff or students.
- 3.11 In addition, Phase 2 of Hardman House comprises an extension over Back Maryland Street and part of the northern site to form a further 147 student bedrooms arranged in 21 clusters. The remainder of the site will form a public square. The ground floor will form a 345m² commercial unit with associated retail uses (A1/A3/A4/A5).
- 3.12 Access to the two residential blocks will be taken from South Hunter Street. Entrance to the retail units will take place from the public square next to Haigh House (Phase 2) and from Harman Street (Phase 1). The entrance to Haigh House will be located on the pedestrian section of Maryland Street.

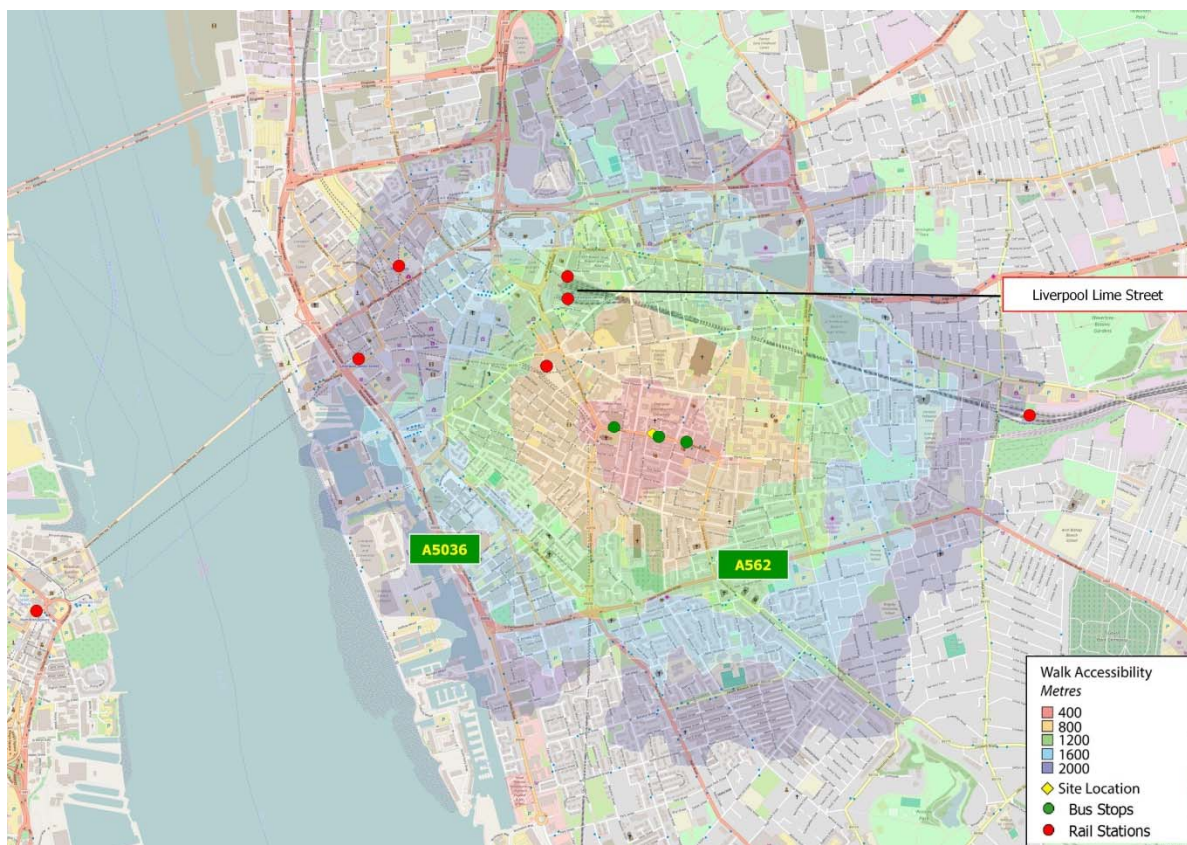
Accessibility

Pedestrian Accessibility

- 3.13 The road network surrounding the site provides well surfaced and lit footways, offering convenient access on foot into Liverpool city centre and the surrounding area. Within very close proximity to the development site are the three main campuses of the University of Liverpool, the Mount Pleasant campus of Liverpool John Moores University, as well as the University Hospital and Liverpool Community College.
- 3.14 A signalised pedestrian crossing can be found to the east of the site at the junction of Hardman Street and Hope Street, there is a further pedestrian crossing at Hardman Street/ Rodney Street. These crossings provide convenient access to the surrounding nearby shops and assist in accessing the city centres many facilities.

- 3.15 The pedestrian accessibility of the development has been modelled using TRACC software to produce isochrones mapping. The purpose of the isochrones is to demonstrate the areas within an acceptable walk distance of the site. The 2km walk distance isochrones is shown on **Figure 4.1** below:-

Figure 4.1 – Walking Accessibility: 2km Walking Isochrones

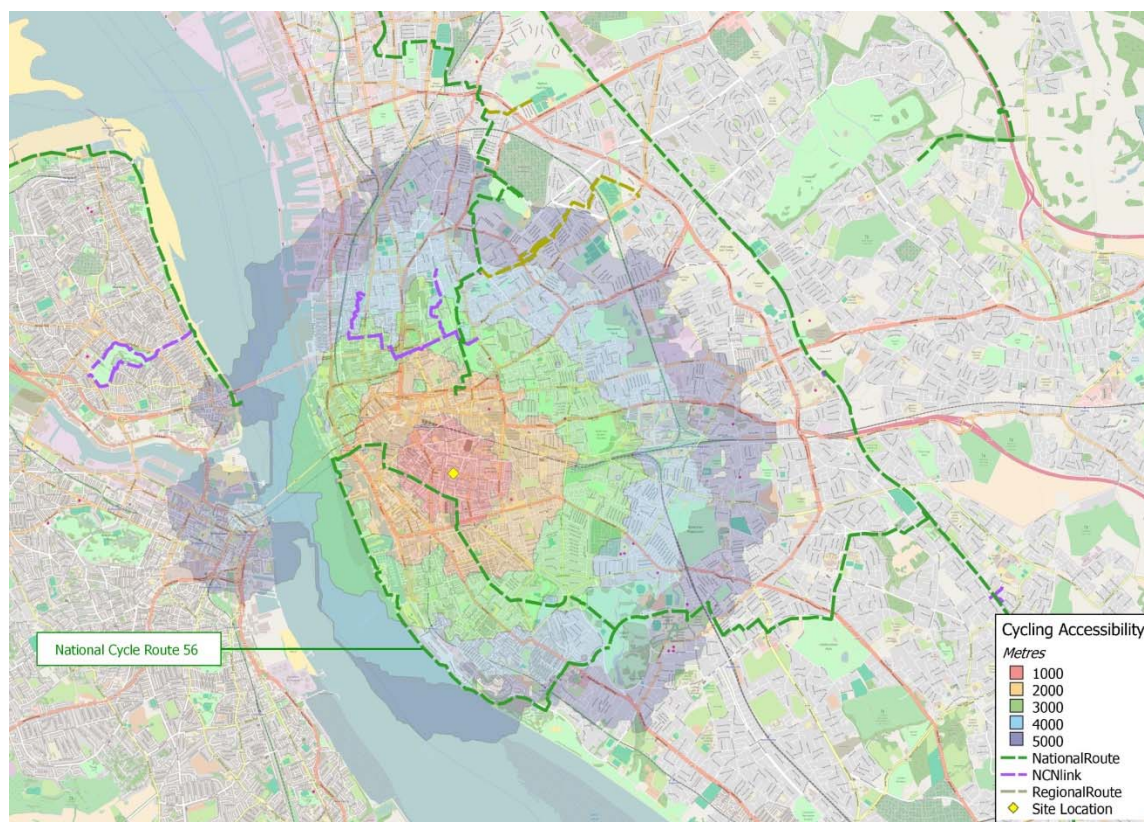


- 3.16 As the plan shows, the development site is within walking distance of a considerable area of Liverpool. The site is located within a 12 minute walk of Liverpool Lime Street and Liverpool Central Railway Station. There are a wide range of education and leisure facilities within walking distance of the site, which make the student accommodation highly accessible for journeys made on foot.

Cycling Accessibility

- 3.17 It is acknowledged that 5km is a reasonable distance to travel by cycle and has the potential to replace short trips by car. Based a cycle distance of 5km, GIS software has been used to assess the area within easy cycling distance of the site, which is shown on the plan below.

Figure 4.2 - Cycling Accessibility: 5km Distance Isochrones



- 3.18 There are various sections of National Cycle Route within close proximity of the site. National Cycle Route 56 runs to the south of the site along Duke Street and is made up of predominantly on-road cycle routes. It provides a connection between the City Centre and Sefton Park as well as other residential areas in between these two areas. In addition to Route 56, there is on-road cycle routes along Mount Pleasant and Oxford Street close by to the universities.

Public Transport Accessibility

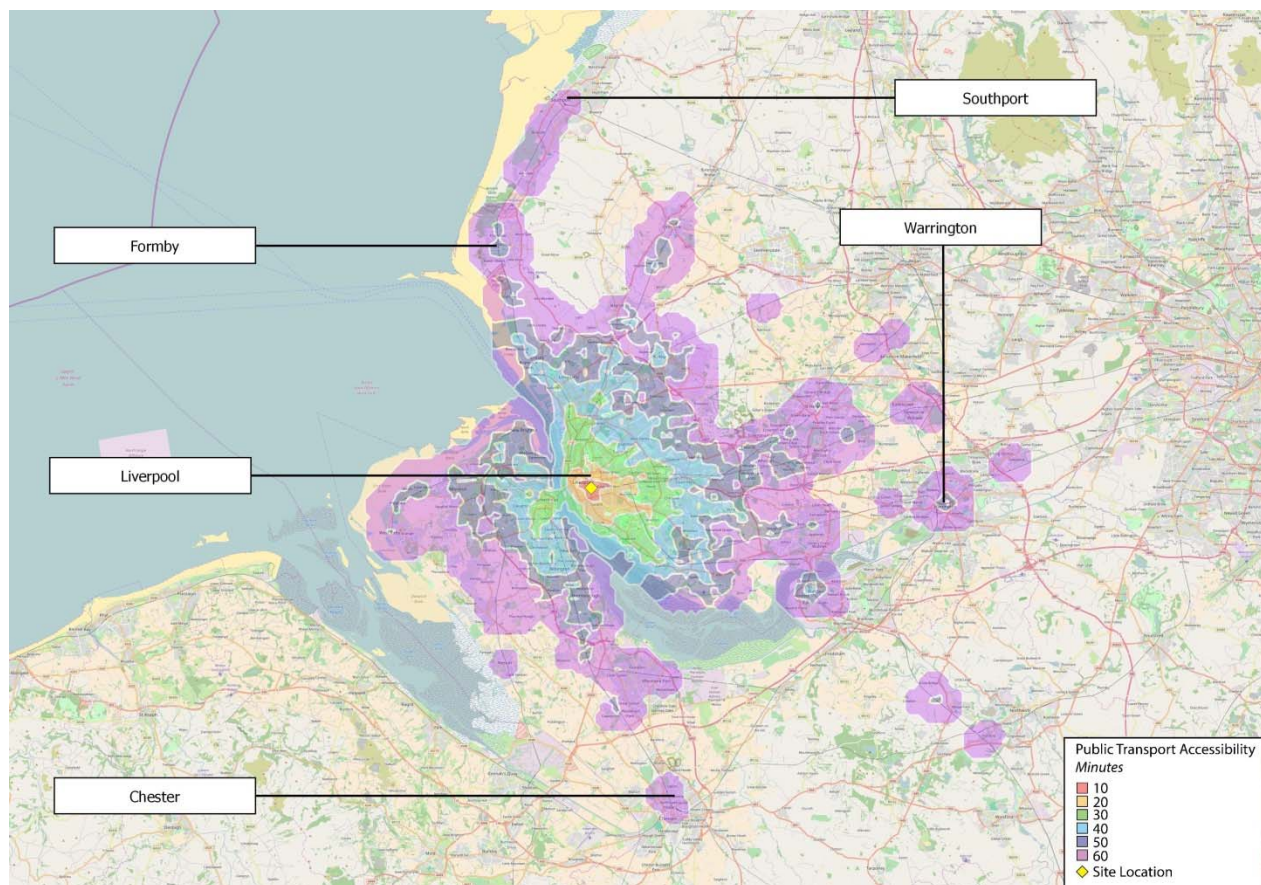
- 3.19 There is a bus stop located along Hardman Street at the southern site frontage. A summary of these bus services are given in the table below:

Table 4.1 – Summary of Local Bus Services

Bus Service	Route	Peak Hour Frequency Mon - Fri	Daytime Frequency Sat	Daytime Frequency Sun
75	City Centre – Okell Drive	10mins	15mins	20mins
80/80E	City Centre – Speke	20mins	30mins	No Service
80A	City Centre – Liverpool Airport	20mins	30mins	20mins
86/86A/ 86C/86D	City Centre – Garston/Liverpool South Parkway/Liverpool Airport	3/4mins	7/8mins	7/8mins

- 3.20 The above services collectively provide up to 30 buses an hour along Hardman Street/Myrtle Street during the week, with a maximum of 16 services on Saturdays and 14 services on Sundays. In addition, these services provide opportunities to access numerous facilities.
- 3.21 The development site is located to the south of Liverpool's comprehensive railway network. Liverpool Central can be found within a 10 minute walk and provides local services to Southport, Hunts Cross, West Kirby and Chester on a 15 minute frequency.
- 3.22 In addition, Liverpool Lime Street station can be accessed within a 12 minute walk from the site. Liverpool Lime Street station provides access to destinations further afield, including Birmingham, Edinburgh and London on an hourly frequency, as well as to Manchester, Leeds and Newcastle on a 60 minute frequency, owing to being a major gateway station in the North West. In addition, a direct connection to Manchester Airport can be made from Lime Street station every hour.
- 3.23 GIS software has been used to plot a 60 minute travel distance via public transport, in combination with walking to bus stops and railway stations, which is shown on the plan below.

Figure 4.3 – Public Transport Accessibility: 60 Minute Isochrones



- 3.24 As the plan shows, areas accessible within 60 minutes via public transport include Liverpool and its suburbs, Southport, Formby, Chester and Warrington.
- 3.25 The excellent public transport links also allow for students and staff to access areas across Merseyside without the use of a private car. The location of the railway stations mean that students and staff can easily reach the site by train and a short walk, bus or taxi ride to the site.

4.0 TRAVEL PLAN ADMINISTRATION

- 4.1 This TP will be incorporated into any sale / lease agreement drawn up between the developer and future owners / tenants. Management support of the TP process will ensure the success of the plan and their support of the Travel Plan Coordinator, who will deal with the day to day management of the process, will ensure continued success.

Travel Plan Co-ordinator

- 4.2 Management of the travel plan process will be achieved through the identification of a suitable person or organisation as the Travel Plan Co-ordinator (TPC). The TPC will provide a key role in delivering a successful travel plan. This role could be undertaken by a Management Company for the site however ideally by someone who will be on site on a daily or at least regular occurrence.
- 4.3 The TPC will be the point of direct contact with students to advise and promote sustainable travel. The TPC will ensure they are familiar with the merseytravel and travelwise websites and content in order to allow them support and influence student travel needs.
- 4.4 The TPC role will be established prior to the occupation of the site and will act as the fulcrum for the development of the travel plan measures and the day to day operation of the Plan. Once appointed, the TPC will act as the main contact for the travel plan and will be responsible for implementing measures, maintaining a database and monitoring the effects of implementation. The TPC will be encouraged to use the online facilities offered by ACT Travelwise which offers expert travel plan advice to members.
- 4.5 The TPC will exchange contact details with Liverpool City Council (LCC) and Travel Plan officers. The TPC will be the first point of contact in all matters regarding travel to and from the site. The TPC will be responsible for setting up and launching the travel plan in accordance with the following schedule, which will be agreed with the Local Planning Authority.

1 month prior to first occupation

- Exchange contact details with relevant officers;
- Set up travel plan working file; and
- Research travel information.

2 weeks prior to first occupation

- Obtain up-to-date public transport timetables and literature;
- Review walking and cycling routes within the site; and
- Prepare welcome packs for all new students and staff.

Annually

- Undertake travel plan audit and modify where appropriate;
- Liaise with Travel Plan Officer and other groups where appropriate; and
- Issue new welcome packs to students and staff

Funding

- 4.6 Initial funding will be allocated for the launch and implementation of the travel plan, while an annual budget will be set for the day to day operation of the travel plan, including monitoring and reviewing.

5.0 MEASURES

5.1 The following sections in this travel plan outline the measures to be promoted by the TPC. They are set out under the following general headings:

- Travel awareness;
- Public transport information;
- Walking; and
- Cycling.

Travel Awareness

5.2 Good accurate information on the range of services and travel options available at the site will be a critical element of a successful travel plan.

5.3 The TPC will issue a welcome pack to all students and staff when they move to the site. The welcome pack, could include the following:

- Ticket type and pricing leaflet from Merseytravel;
- A map showing the location of key local facilities within easy walking distance of the site, including bus stops;
- Bus timetables of existing local services from nearby bus stops to University facilities and the city centre;
- A map showing local cycle routes, which would also indicate the locations of cycle parking and cycle shops in the area; and
- Local Taxi numbers

5.4 The TPC will ensure that any changes to the travel plan or any relevant information are passed on to students by means of updating the Travel Information Board which will be located within the communal reception area and include all details as issued in the welcome back.

Public Transport Information

5.5 The TPC will ensure that students and staff are provided with information to allow ease of use of the public transport by providing up-to-date public transport route and timetable information in the welcome packs, and updating by leaflet drop, as necessary. Contact details for local taxi firms will also be provided by the TPC.

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- 5.6 The TPC will liaise regularly with the local public transport operators to ensure that information remains valid. The TPC will provide details of the websites and telephone advice services to enable students and staff to obtain details on their individual journey requirements, including the Merseytravel website which offers a detailed journey planning service. The TPC will provide individual travel advice and guidance if required.

Walking

- 5.7 The TPC will encourage walking as a mode of travel to the site by providing a map showing the location of local facilities, including shops, pubs, banks, University facilities and transport interchanges.
- 5.8 The TPC will coordinate with the university's student union body to obtain information of existing Walk Buddy scheme and promote their availability to the students.

Cycling

- 5.9 The TPC will promote cycling by including cycle routes on the local map within the welcome pack. This map could also show the location of local bike shops and highlight which shops offer discounts to students and staff.
- 5.10 The TPC will promote the availability of cycling information, including route maps and useful tips and guidance, on the Sustrans website and Liverpool City Council's website (www.liverpool.gov.uk), which provides a detailed map outlining local cycle routes within the area.
- 5.11 Again, the TPC will offer information on existing buddy schemes and cycle clubs that exist in the area to promote the use of cycling as a mode of transport.

6.0 ACTION PLAN

- 6.1 The measures and initiatives summarised earlier will be implemented in order to target specific objectives of the travel plan within particular timescales. These have been included with the action plan, as set out below.

Action	Target Date	Responsibility	Funding
Initial Setup			
Exchange contact details with local authority and TravelWise	1 month prior to occupation	TPC	n/a
Set up travel plan working file	1 month prior to occupation	TPC	n/a
Obtain public transport timetables	2 weeks prior to occupation	TPC	n/a
Objective #1 - Address the access needs of site users, by supporting walking, cycling and public transport			
Prepare travel information packs	2 weeks prior to occupation	TPC	
Issue travel information packs to staff	Within 2 weeks of occupation	TPC	n/a
Issue travel information packs to all students	Upon appointment / registration	TPC	n/a