

FINAL ISSUE

**TRANSPORT
STATEMENT**

for

**PROPOSED HOTEL,
WATER STREET,
LIVERPOOL**

on behalf of

**CASTLEWOOD PROPERTY
MANAGEMENT**

CH/M/209272
January 2010


Title: Transport Statement
Project: Proposed Hotel, Water Street, Liverpool
Client: Castlewood Property Management
Issue: Final Issue
Project No. 209272

Prepared by: 

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1. INTRODUCTION

Background

- 1.1 Waterman Boreham (WB) has been appointed by Castlewood Property Management to provide detailed traffic and transportation advice in support of proposals to partially convert the existing Martins Bank Building on Water Street in Liverpool into a 150-bedroom, five-star hotel with associated conferencing and leisure facilities.

Purpose of Report

- 1.2 This Transport Statement (TS) has been prepared to detail relevant transport related information with regard to the development proposals.
- 1.3 This report demonstrates to Liverpool City Council (LCC) as the local highway authority that the site is in a highly sustainable location and proposes a number of measures to mitigate any potential impact on the highway caused by the functioning of the hotel.

Scope of Report

- 1.4 The information presented within this TS has been prepared following detailed consultation with Highways Officers at LCC.
- 1.5 This included a site visit accompanied by the LCC Highways Officer and representatives from the Urban Design and Parking sections of LCC. During this meeting a number of potential site-specific issues were highlighted and a number of solutions identified and agreed in principle. These are detailed in this report.
- 1.6 Due to the highly accessible location of the site it has been agreed that it is appropriate to provide no on-site parking. However it is still necessary to ensure access for vehicles as detailed in Section 3.
- 1.7 In addition this report includes the following:
- An appraisal of the existing highways, public transport, cycle and pedestrian infrastructure that links the site to the surrounding urban area;
 - Full details of the highway proposals, agreed in principle with LCC, on matters including access, servicing and drop-off facilities;
 - A sustainability appraisal of the site in terms of accessibility on foot, by cycle and by public transport; and

- An assessment of accessibility in line with LCC Supplementary Planning Document (SPD) *'Ensuring a Choice of Travel'*.

1.8 With regard to producing a Travel Plan, due to the lack of occupier-specific information available at the time of application, it has been agreed that the Travel Plan will be conditioned on approval. LCC has confirmed that this draft Travel Plan would need to be submitted prior to occupation with a full Travel Plan to follow six months later.

2. EXISTING CONDITIONS

Site Location and Site Access

- 2.1 The site is located to the north of Water Street, adjacent to Liverpool Town Hall, in Liverpool city centre. The site is shown in a regional context in Plan 1.
- 2.2 The site houses Martins Bank which is a Grade II listed building. The building was formerly the headquarters of Martins Bank, Liverpool's principal bank prior to its takeover by Barclays in 1969. It currently provides office accommodation to a number of end users.
- 2.3 The site is bound to the north by Exchange Passage West; to the east by Exchange Street West; to the south by the A57 Water Street; and to the west by Rumford Street. It is located in a prime city centre location within close walking distance to a number of key Liverpool landmarks and attractions. Plan 2 shows the site in a local context.

Surrounding Highway Network

- 2.4 The principal route used to access the site is A57 Water Street. Water Street is a key route within Liverpool city centre, linking the Old Haymarket roundabout with A5069 The Strand. Access to the Queensway Tunnel is gained from the Old Haymarket roundabout which is located 600m to the east of the site.
- 2.5 Water Street is a one-way street with three lanes of westbound traffic passing the site. It meets with The Strand approximately 150m to the west at a three arm signalised junction where access is restricted to southbound movements only.
- 2.6 To the west of the site, Rumford Street provides access from Chapel Street in a southbound direction only. There is on-street parking on the western side of the road with parking prohibited on the eastern side.
- 2.7 Exchange Passage West to the north of the site is a 4m carriageway with on-street motorcycle and car parking. The route is stopped up and provides pedestrian only access to Exchange Flags, the public square immediately to the north of the town hall.
- 2.8 To the east of the site is Exchange Street West which is approximately 7m wide and also has on-street parking on both sides of the road. Again, the route is stopped up with pedestrian only access to Exchange Flags.

- 2.9 Moving further away from the site there are a number of different route options available for accessing the site. The A57 provides access from Kensington and Fairfield and onwards to Prescot. The A57 also provides access to the A5047 Edge Lane which is the principal route towards the M62.
- 2.10 To the west the A5036 The Strand extends along the River Mersey between the A561 to the south and the A565 to the north. The Strand/Strand Street has recently been extensively remodelled to improve traffic flow and to enhance pedestrian facilities as well as allow direct access into Liverpool One. The Strand also provides egress from Queensway Tunnel to the north of Chapel Street.
- 2.11 The A561 and A565 provide access to southern and northern areas of Liverpool including Aigburth, Garston, Bootle and Seaforth.
- 2.12 The principal routes for accessing the wider motorway network are A5047 Edge Lane for the M62; A59 through Walton for the M58 and M57; and the Kingsway Tunnel for the M53. Access to the Kingsway Tunnel is gained via The Strand to the north.

Facilities for Pedestrians and Cyclists

- 2.13 Due to the city-centre location of the site, any proposed developed would be well located with regard to pedestrian and cycle infrastructure.
- 2.14 There is extensive pedestrian infrastructure throughout this area of the city centre with footways, pedestrian crossing points, areas where vehicle access is restricted and areas where vehicle access is prohibited.
- 2.15 There are pedestrian footways along both sides of Water Street, linking The Strand to the west with areas along Dale Street to the east. There is a pedestrian crossing directly outside the site, linking the site with Fenwick Street and James Street beyond.
- 2.16 Further afield a number of super crossings have been installed as part of the remodelling of The Strand. This aids pedestrian flow and safety towards the Waterfront. There are also links to the business district around Old Hall Street.
- 2.17 With regard to cycle facilities, the Trans Pennine Trail (Route 62), part of the national cycle network, runs to the west of the site. The Trans Pennine trail connects Southport to Hornsea and covers a total length of 345 miles.

- 2.18 In addition, national route 56 runs through Liverpool city centre towards Sefton Park. It links Pier Head with the Wirral via the ferry terminal at Pier Head.

Public Transport Facilities

- 2.19 The site benefits from high accessibility by public transport with a number of public transport facilities within proximity to the site.
- 2.20 There are a total of 19 city centre bus boarding and alighting areas within 400m of the site. These include key areas such as James Street, Castle Street and Lord Street.
- 2.21 The site is also within 400m of the Merseyrail services available at James Street station and Moorfields station. These provide access to the Merseyrail network with connections to the regional and national rail network available.
- 2.22 In addition, the Mersey ferry terminal is located approximately 500m away at Pier Head, and the Cruise Liner terminal is located approximately 600m to the west. Mersey ferry provides additional options for accessing Birkinhead and the wider Wirral peninsular, with the Cruise Liner terminal providing potential guests for the hotel.

3. DEVELOPMENT PROPOSALS

Development Description

- 3.1 It is proposed that the site be partially developed to provide a 150 bedroom 5-star hotel with a 10, 000 sq. ft. conference facility and 15,000 sq. ft. of spa and gym amenities. Floors 4-7 of the building will be retained as office accommodation.

LCC on-site meeting

- 3.2 It was agreed with LCC during the on-site meeting that the configuration of the immediate local highway could be amended in order to allow the hotel to function operationally. Due to the listed nature of the building and other on-site constraints there is no potential for access, parking or servicing to take place on-site.
- 3.3 To facilitate these important functions it has been agreed that a number of proposed changes to the existing Traffic Regulation Orders (TROs) will be required. These proposals are presented in Plan 4 and are explained in detail below.

Site Access

- 3.4 The principal means of access will be via Water Street. To facilitate this it has been agreed that a pick-up and drop-off point is provided in a new lay-by directly outside the site. This arrangement is detailed in Plan 3. This pick up and drop off point is vital to the success of the operation as it provides the means for the valet parking operation and temporary coach parking.
- 3.5 The lay-by will be 30m in length and will provide parking for six cars or two coaches. Waiting at the lay-by will be restricted to short stay only, whilst cars are removed/dropped off by staff or whilst coach parties leave/enter the coach. Plan 4 shows the swept path analysis of two coaches using the lay-by.
- 3.6 The provision of the lay-by will allow for access to be gained with no material impact on the highway.
- 3.7 In addition, a consequence of providing the lay-by will be that the pedestrian crossing directly outside the site will be shortened, crossing two lanes of traffic instead of three. This has positive implications for pedestrian movement and safety.
- 3.8 Access to the site for servicing will be via Rumford Street, Exchange Passage West and Exchange Street West. This is detailed below.

- 3.9 In addition, pedestrian and cycle access will primarily be gained via Water Street.

Parking Provision

- 3.10 Due to the listed nature of the building and other on-site constraints, and considering the highly accessible nature of the site, it is proposed that the site will provide no on-site parking facilities. This has been agreed with LCC as an appropriate proposal, bearing in mind the nature of the hotel and the proposal for valet parking.
- 3.11 The hotel will operate a valet parking system. To enable this the owner is currently in discussions with local car park operators to obtain a number of off-site contract parking spaces. The exact location of these spaces will be dependant upon availability.
- 3.12 Cycle parking will be provided in line with LCC standard of one space per five bedrooms with spaces for 30 cycles provided in the basement of the building.
- 3.13 It is anticipated that motorcycle parking demand will be met by current provision such as on-street motorcycle parking bays in the local proximity. Although the proposals result in the removal of existing motorcycle parking on Exchange Passage West, these spaces will be re-provided as close to the site as possible. The exact location of this re-provision is subject to further discussions with LCC.
- 3.14 As described a lay-by will be provided on Water Street. This will provide a temporary facility for up to two coaches whilst passengers disembark. Longer term coach parking is not proposed and coaches will need to park in suitable locations between drop-off and pick-ups.

Servicing

- 3.15 A key proposal of the development is the need to open up a continuous servicing route between Exchange Passage West and Exchange Street West. This will provide a through-route for servicing vehicles only and will allow for the servicing requirements of the hotel to be met with minimal impact on the public highway.
- 3.16 The servicing arrangement proposed for the development is presented in Plan 3.
- 3.17 It is envisaged that the majority of deliveries will be made by a 7m box van. However, to ensure that the servicing arrangement is designed for the most onerous vehicles, a 10m rigid and 10m articulated vehicle have been used for tracking analysis. To enable servicing to take place by these vehicles a number of changes are proposed to Rumford Street, Exchange Passage West and Exchange Street West:

- The on-street parking spaces on Rumford Street closest to Exchange Passage West will be relocated from the west side of the road to the east. This will allow for a wider turning circle for servicing vehicles to enter Exchange Street West safely;
- The on-street parking on Exchange Passage West will be removed. This includes two bays for cars and eight to ten motorcycle spaces. This on-street parking will be replaced at an appropriate location(s), subject to agreement with LCC;
- There will need to be some minor street works on Exchange Passage West so that the corner radii are modified. Corner radii of 5m are needed to permit servicing vehicles to enter the passage safely. It should be noted that a minimum footway width of 2m will be retained for pedestrians;
- Servicing bays will be provided on Exchange Passage West to allow servicing to take place. These take place from two servicing points to the rear of building; and
- A route between Exchange Passage West and Exchange Street West will be opened up for servicing vehicles only. This will link the two roads to the rear of the site and allow for vehicles to service the site and leave the servicing bays in a forward gear. Access through the new route will be controlled by appropriate mechanism such as automatic bollards. This link will be subject to resolving any potential structural issues presented by the basement car park beneath the Exchange Flags Square.

3.18 The swept path analysis for the 10m rigid and 10m articulated vehicle is shown in Plan 5. The plan shows the need to alter the kerb radii at the Exchange Passage West / Rumford Street junction.

Taxi drop-off point

- 3.19 It has been agreed with LCC that the existing lay-by directly opposite the site on Water Street will be subject to a new TRO to prioritise taxi waiting. The lay-by was previously used by buses to layover but has become unused recently as waiting buses are directed to park further down on Water Street.
- 3.20 This new taxi facility is in addition to the existing taxi rank facility currently provided on Water Street in the vicinity of the site.
- 3.21 There is a direct pedestrian crossing linking the taxi rank to the site. The taxi drop-off arrangement is also presented in Plan 3.

Measures to Reduce Private Car Use

- 3.22 To encourage the use of sustainable modes of transport, a draft Travel Plan will be submitted to LCC prior to occupation of the development. This will be followed by a full Travel Plan six months post-occupation and is in line with LCC guidance.
- 3.23 The Travel Plan will contain initiatives aimed at promoting sustainable modes of travel, particularly for staff. It will include specific measures to increase the numbers of people accessing the development by walking, cycling, car sharing and using public transport.
- 3.24 In addition, showering and locker facilities will be provided on-site for staff use.

4. ACCESSIBILITY OF THE SITE BY SUSTAINABLE TRAVEL MODES

Introduction

- 4.1 A key element of planning policy is to ensure new developments are located in areas where alternative modes of travel are available. It is also important to ensure that developments are not isolated but are located close to complementary land uses. In the case of this application this includes residential areas for staff and leisure facilities and retail outlets for guests. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.
- 4.2 To this end the Merseyside Authorities and Merseytravel have jointly produced a Supplementary Planning Document (SPD) which provides a consistent approach to appraising accessibility across the wider Merseyside area.
- 4.3 The SPD is entitled '*Ensuring a Choice of Travel*' and sets out what type of document should be submitted for different size developments. It introduces an '*Accessibility Standard Assessment*' which sets minimum accessibility scores for developments dependant upon their size and location. It also details parking standards for different types vehicles.
- 4.4 The SPD has been used to grade the development considered in this application as well as appraising its accessibility. To assist in assessing the site, its accessibility is considered for the following modes of travel:
- a) Pedestrian Accessibility;
 - b) Cycle Accessibility;
 - c) Bus Accessibility;
 - d) Rail Accessibility; and
 - e) Ferry Accessibility.

SPD Classification

- 4.5 As the number of hotel bedrooms proposed is in excess of 70, the proposed development is classified as a 'Major' development, according to the SPD '*Ensuring a Choice of Travel*'.
- 4.6 The SPD sets out minimum accessibility scores for walking, cycling, public transport and vehicle access, based on the type and scale of development as well as its location in an urban centre. This scoring is based on a number of different measures which improve or detract from how accessible the site is. The required minimum scores for each element of this proposal are:
- Walking: 2;

- Cycling: 5;
- Public transport: 5; and
- Vehicle access: 3.

4.7 The results are contained in the text below, in addition to an analysis of the accessibility of the site by non-car modes of transport. Appendix A contains the completed scoring questionnaire.

Pedestrian Accessibility

- 4.8 The site is connected within the city centre by an interlinked network of good standard pedestrian facilities. These include substantial footways, pedestrian crossings and pedestrian-only routes. Footways are generally of good construction quality and sufficient width and there are numerous pedestrian crossings linking the site with key surrounding land uses. Pedestrian-only routes provide access to and through some parts of the city including Exchange Flags.
- 4.9 Working from the site outwards, Water Street has footways of standard width on both sides of the road towards the west and the east.
- 4.10 There is a pedestrian crossing outside the site over Water Street. Currently the crossing is over three lanes of traffic. However, the proposal to add a lay-by directly outside the site would reduce this to two, thereby improving the facility for pedestrians. This pedestrian crossing provides access to Fenwick Street, which in turn provides access to James Street rail and bus interchange.
- 4.11 There is a pedestrian crossing to the east of the town hall which provides pedestrian access to Castle Street as well as a pedestrian crossing over both Water Street and The Strand at the western end of Water Street.
- 4.12 Due to this high level of pedestrian accessibility there are good links between the site and areas of interest within the city centre including Pier Head, Lord Street, Church Street Liverpool One, Kings and Albert Dock, as well as Moorfields rail station and James Street rail station and bus interchange.
- 4.13 To the north there is a pedestrian crossing over Chapel Street providing access to Old Hall Street and the business district.
- 4.14 There are also plans to further enhance the local pedestrian environment within close vicinity of the site, on the Castle Street corridor to the south of the site. This will include narrowing the carriageway and creating wider footways with high quality paving materials and street lighting. The scheme is expected to start in Spring 2010.

- 4.15 PPG13 states that walking is the *'most important mode of travel at the local level and offers the greatest potential to replace short car journeys, particularly under 2 kilometres'*.
- 4.16 Further research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Institution for Highways and Transportation (IHT) document entitled *'Providing for Journeys on Foot'* details suggested walking distances which are presented in Table 4.1.

Table 4.1 Suggested Acceptable Walking Distances

	Town Centres (m)	Commuting/School/Sight seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

Source: *'Providing for Journeys on Foot'*, IHT

- 4.17 For this application it is assumed that the relevant walk distances are those relating to commuting and sight seeing. To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been included as Plan 6.
- 4.18 Plan 6 shows radial distances (and indicative catchments) of 500m, 1000m and 2000m from the site. These distances represent approximate walking times of 6, 12 and 24 minutes respectively when walking at a leisurely 5 kilometres per hour. These distances are termed *'Desirable'*, *'Acceptable'* and the *'Preferred Maximum'* by the IHT for accessing employment, education and tourist sites.
- 4.19 With regard to staff accessing the site for employment, Plan 6 shows that there are a number of residential areas within the preferred maximum walking distance, which is also the preferred maximum distance stated in PPG13. These include Vauxhall and towards Everton, Kensington and Edge Hill.
- 4.20 In addition there are a number of tourist sights within the 2000m catchment that could be of interest to visiting guests. These include Pier Head, the Cathedrals, Kings Dock Liverpool One and St Georges Hall.
- 4.21 In summary, considering the site's city centre location and the number of local residential areas, tourist sights, and public transport facilities within recommended walking distances, it has been demonstrated that the site is highly accessible for pedestrians.

4.22 With regard to the SPD scoring, points have been gained as follows:

- The development is located within 500m of a district centre (2 points); and
- There are no existing barriers between the site and local facilities (1 point).

4.23 The score awarded for pedestrian accessibility is 3 with a required minimum of 2.

Cycle Accessibility

4.24 Cycle facilities within the vicinity of the site are considered to be good. In addition to two National Cycle Routes within the vicinity, there are a number of routes that are designated as on-road cycle routes or suggested cycle routes. These include Chapel Street and Pall Mall. There are also designated cycle lanes on Water Street to the west of the site.

4.25 Route 56 of the National Cycle Network connects Pier Head with Route 62 (The Trans Pennine Trail). The Trans Pennine Trail connects Southport to Hornsea and covers a total length of 345 miles. Route 56 runs through Liverpool city centre and alongside riverside developments on Otterspool towards Sefton Park and beyond. It also links Pier Head with the Wirral via the ferry terminal at Pier Head.

4.26 PPG13 guidelines state that cycling has the *'potential to replace short car journeys, particularly those under 5 kilometres'*. To assist in assessing the accessibility of the site by cycle, Plan 7 presents a 5km cycle catchment. This distance equates to a journey time of around 25 minutes, while cycling at a leisurely speed of 12 kilometres per hour.

4.27 The catchment shows that all of the city centre and many major residential areas including Kirkdale, Stanley Park, Edge Hill and Wavertree are accessible by cycle.

4.28 With regard to on-site provision there will be cycle parking, staff lockers and showers provided on-site. This will further enhance the attraction of cycling to the site, especially for staff.

4.29 In conclusion, the proposed development will offer good accessibility by cycle and cycling is considered to be a realistic alternative to private car use, especially for staff.

4.30 With regard to SPD scoring points have been awarded on the following basis:

- The development is within one mile of a district centre (2 points);
- Access to the site reflects direct and safe cycle routes (1 points);
- The development is within 400m of an existing cycle route (1 point); and

- Showering and changing facilities will be provided for cyclists (1 point).

4.31 A total of 5 points have been awarded based on cycle accessibility, with a required minimum of 5.

Bus Accessibility

4.32 The site is well located with regard to local bus service provision.

4.33 There are 19 city centre bus boarding and alighting stops within 400m of the site. These are on Water Street, Exchange Street East, Moorfields, Dale Street, Victoria Street, Lord Street, James Street and Castle Street. These are all within the recommended distance set out in the Institution of Highways and Transportation (IHT) document '*Guidelines for Planning for Public Transport in Development*' for walking to bus services. Plan 8 shows the location of the key bus facilities.

4.34 The James Street boarding areas have recently benefited from a £2m improvement scheme, underlining the importance of the station and street for accessing key Liverpool city centre services and facilities.

4.35 The improvement scheme included the laying of new granite paving and kerbs, drainage improvements, the provision of new bus shelters, constructing new bus lay-bys, and new, improved street lighting.

4.36 In total 56 bus services stop within 400m of the site, providing a cumulative weekday, peak period frequency of over 150 buses per hour. These provide high frequency links to/from a wide range of origin/destinations including Huyton, Birkenhead, Kirkby, St Helens, Prescot, Halewood and New Brighton.

4.37 Considering the site's proximity to a large number of key city centre bus boarding/alighting areas, and the frequency and range of bus services available, it is considered that the development will be highly accessible by bus.

Rail Accessibility

4.38 There are two stations within 400m of the site, James Street and Moorfields, both of which are major stations within the Merseyrail network. The Merseyrail network is one of the most intensively used networks within the UK with almost 600 train services and carrying approximately 100,000 passengers every day.

4.39 A distance of 400m is well within the IHT's '*Planning for Public Transport in Developments*' which states that 800m is recognised as an acceptable distance for people to walk to and from a rail station.

- 4.40 James Street station lies on the Wirral Line and is served by trains originating from, and returning to, West Kirby, New Brighton, Chester and Ellesmere Port. Moorfields station is on both the Wirral Line and the Northern Line with additional destinations accessible, including Southport, Ormskirk and Kirkby and Hunts Cross.
- 4.41 Lime Street can be accessed two stops from James Street and one stop from Moorfields. From here there are connections to regional and national destinations.
- 4.42 Considering the range of rail services available within 400m, it is considered that the proposed development is highly accessible by rail.

Mersey Ferries

- 4.43 There are two ferry services that operate from Pier Head which is approximately 600m west of the site. A direct service for commuters operates during peak periods and a more leisurely service for tourists operates during off peak times.
- 4.44 During the morning peak period the ferry operates between 0720 and 0940 with a service every 20 minutes between Seacombe and Pier Head. During the afternoon peak period ferries operate every half hour between 1615 and 1905.
- 4.45 The less direct services operate every hour between the times of 1000 and 1500 between Pier Head, Seacombe and Woodside.
- 4.46 At weekends the services are predominantly leisure services and operate between 0905 and 1900.

Public Transport Accessibility Scoring

- 4.47 Appraising accessibility by public transport using the criteria set out in the SPD requirements, points have been awarded for:
- The site is within 200m of a bus stop and 400m of a rail station (2 points);
 - There are no barriers to these public transport facilities that have not already been addressed (1 point); and
 - The site is served by high frequency service, in excess of four service per hour (2 points).
- 4.48 In total the proposals score 5 points based on public transport accessibility.

Vehicle Access

4.49 As stated in Section 3, it is not proposed to provide on-site vehicle parking. This scores the following points:

- As parking will be less than 75% of the amount advised, 2 points; and
- As the development will be car free, 1 point.

4.50 This means that the total score based on vehicle access is 3 points.

Accessibility Summary

4.51 This section demonstrates that the site is highly accessible and that any potential development will therefore be located in a highly accessible location.

4.52 The accessibility of the site by sustainable modes has been assessed in detail, with the most significant findings set out below:

- The site is located in the heart of Liverpool city centre;
- There is significant pedestrian infrastructure accommodating pedestrian movements from residential areas and to leisure sites;
- The site is located close to two national cycle routes that link to local residential areas;
- The site is 400m from the Moorfields rail station, 400m from the James Street rail station and bus interchange and 500m from the Mersey Ferry terminal;
- There are 56 bus services that stop within 400m of the site. These provide a total weekday, peak time frequency of 151 buses per hour;
- There are two rail stations within 400m from the site- James Street and Moorfields. These provide access to the Merseyrail network as well as regional and national connections via Lime Street; and
- Mersey Ferry services link Pier Head to the Wirral with three ferries per hour in the morning peak and two in the evening peak.

4.53 The accessibility of the site has also been assessed in the context of the scoring set out in the SPD. Table 4.3 details the minimum required score for a major hotel development located in an urban area, along with the total scores which have been detailed throughout this section.

Table 4.3 Summary of Accessibility Standard Assessment

	Minimum Score	Score Attained	Classified as Accessible
Walking	2	3	✓
Cycling	5	5	✓
Public transport	5	5	✓
Vehicle access	3	3	✓

Source: Consultant's Estimate

- 4.54 The table demonstrates that the proposed development is in line with LCC accessibility guidelines.

5. SUMMARY AND CONCLUSIONS

Summary

- 5.1 Waterman Boreham has been appointed by Castlewood Property Management to provide detailed traffic and transportation advice in support of proposals to partially convert the existing Martins Bank building to a 151 bed hotel with 10,000 sq. ft conference facilities and 15,000 sq. ft. spa and gym amenity.
- 5.2 The information presented within this Transport Statement has been prepared following consultation with Highways Officers at Liverpool City Council, as well as representatives from the Urban Design and Parking Departments.
- 5.3 During these discussions it was agreed that, due to the nature of the proposals and the fact that no on-site parking will be provided, the development proposals will have no material traffic impact upon the surrounding road network.
- 5.4 The site is located on Water Street, directly to the west of Liverpool Town Hall in Liverpool city centre.
- 5.5 Due to the listed nature of the building, as well as other on-site and off-site constraints, a number of amendments are proposed to the immediate local highway network. These include the provision of a lay-by directly outside the site for valet parking and coach pick-up and drop-off; the removal and re-provision of on-street parking to facilitate servicing vehicles on Exchange Passage West; linking up Exchange Passage West and Exchange Street West for a servicing route; and the provision of a taxi rank on the opposite side of Water Street, linked by the pedestrian crossing.
- 5.6 It has been demonstrated that the proposed redevelopment site is located in an ideal city centre location and is highly accessible to city centre public transport facilities including Moorfields Merseyrail station and James Street Merseyrail station and the bus interchange, and the Mersey Ferries terminal at Pier Head.
- 5.7 The site is also highly accessible on foot and by cycle with dedicated facilities provided in the vicinity of the site to encourage walking and cycling. To further encourage cycling, cycle parking will be provided in line with LCC guidance and changing and locker facilities will be provided on-site.
- 5.8 It is therefore considered that the site is highly accessible by a choice of sustainable travel modes in line with local, regional and national transportation policy.




- 5.9 The proposal is also demonstrated to be accessible according to LCC's Accessibility Standard Assessment from the Supplementary Planning Document '*Ensuring a Choice of Travel*'.

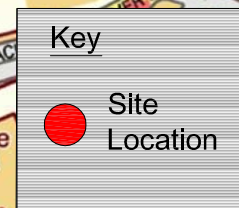
Conclusions

- 5.10 The site is accessible by a choice of transport modes other than the private car in line with local, regional and national transportation guidance.
- 5.11 The development proposals will have no detrimental traffic impact on the surrounding local highway network with a highway improvement scheme to mitigate the impact of access and servicing.
- 5.12 Based on the above positive findings, the proposals are considered acceptable in terms of highways and transportation for planning approval.

PLANS

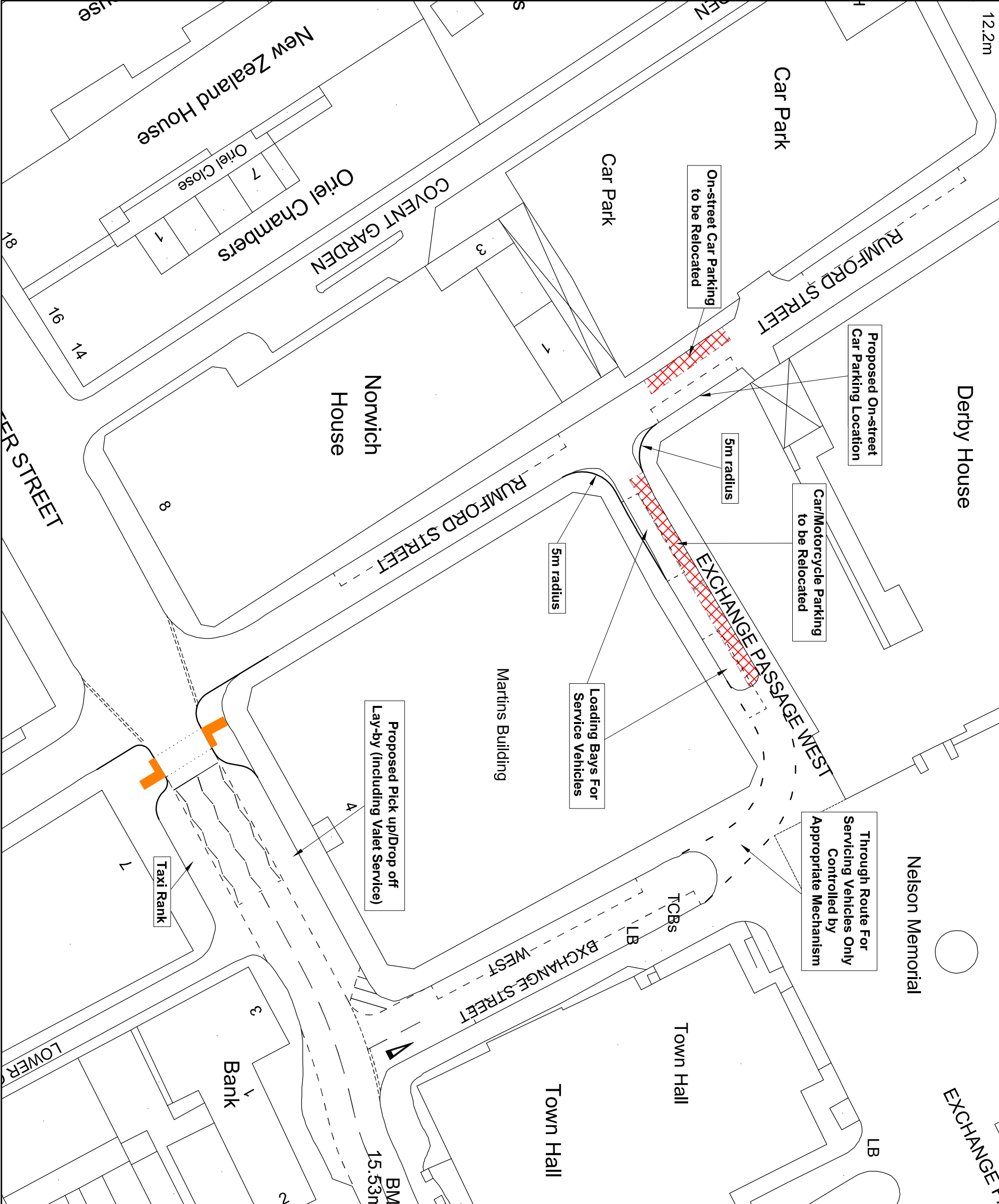


Client	Castewood Property Management		Drawn	CH	Checked	KY	02.12.2009	Approved	KY	02.12.2009	REV	DATE	AMENDMENTS	DRAWN	CHK	APP
Project	Martins Building Hotel, Water Street, Liverpool		Scale @ A4	NTS		Date	02.12.2009		Waterman Boreham Ltd Parsonage Court 1 North Parade Parsonage Gardens Manchester M3 2NH Telephone: (0161) 827 9090 Facsimile: (0161) 827 9091 Email: enquiries@waterman-boreham.com							
Title	Plan 1 Regional Location		Project No.	209272		Drawing No.	001		 Waterman Boreham Transport Planning  							
Purpose of Issue	<input checked="" type="checkbox"/> Preliminary <input type="checkbox"/> For Information		<input type="checkbox"/> For Tender <input type="checkbox"/> For Approval		<input type="checkbox"/> For Construction <input type="checkbox"/> As Built		Rev	-		Team	M					
Waterman Boreham Ltd accept no responsibility for any unauthorised amendments to this drawing. Only figured dimensions are to be worked to. P:\Jobs\209272 Martins Building Hotel, Liverpool\DWGS																



Client	Castlewood Property Management		Drawn	CH	Checked	KY	Approved	KY	REV	DATE	AMENDMENTS	DRAWN	CHK	APP
Project	Martins Building Hotel, Water Street, Liverpool		Scale @ A4	NTS		Date	02.12.2009		Waterman Boreham Ltd Parsonage Court 1 North Parade Parsonage Gardens Manchester M3 2NH Telephone: (0161) 827 9090 Facsimile: (0161) 827 9091 Email: enquiries@waterman-boreham.com					
Title	Plan 2 - Local Location		Project No.	209272		Drawing No.	002		 					
Purpose of Issue	<input checked="" type="checkbox"/> Preliminary <input type="checkbox"/> For Information		<input type="checkbox"/> For Tender <input type="checkbox"/> For Approval		<input type="checkbox"/> For Construction <input type="checkbox"/> As Built		Rev	-	Team	M				

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A	08.01.10	Proposed Layout Amended	RD	CH	KY
REV	DATE	AMENDMENTS	DRAWN	CHK	APP

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Waterman Boreham
Transport Planning

Client
Castlewood Property Management

Project
Martins Building Hotel

Title
Plan 3
Proposed Highway Layout

Team	Drawn	Checked	Approved
M	APT	KY 02.12.09	KY 02.12.09
Scale @ A3 1:500		Date Dec 09	

Project No.	209272	Drawing No.	009	Rev	A
Purpose of Issue	<div><input checked="" type="checkbox"/> Preliminary</div> <div><input type="checkbox"/> For Tender</div> <div><input type="checkbox"/> For Construction</div> <div><input type="checkbox"/> For Information</div> <div><input type="checkbox"/> For Approval</div> <div><input type="checkbox"/> As Built</div>				

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Martins Building

Town Hall

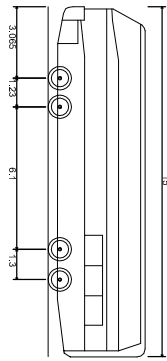
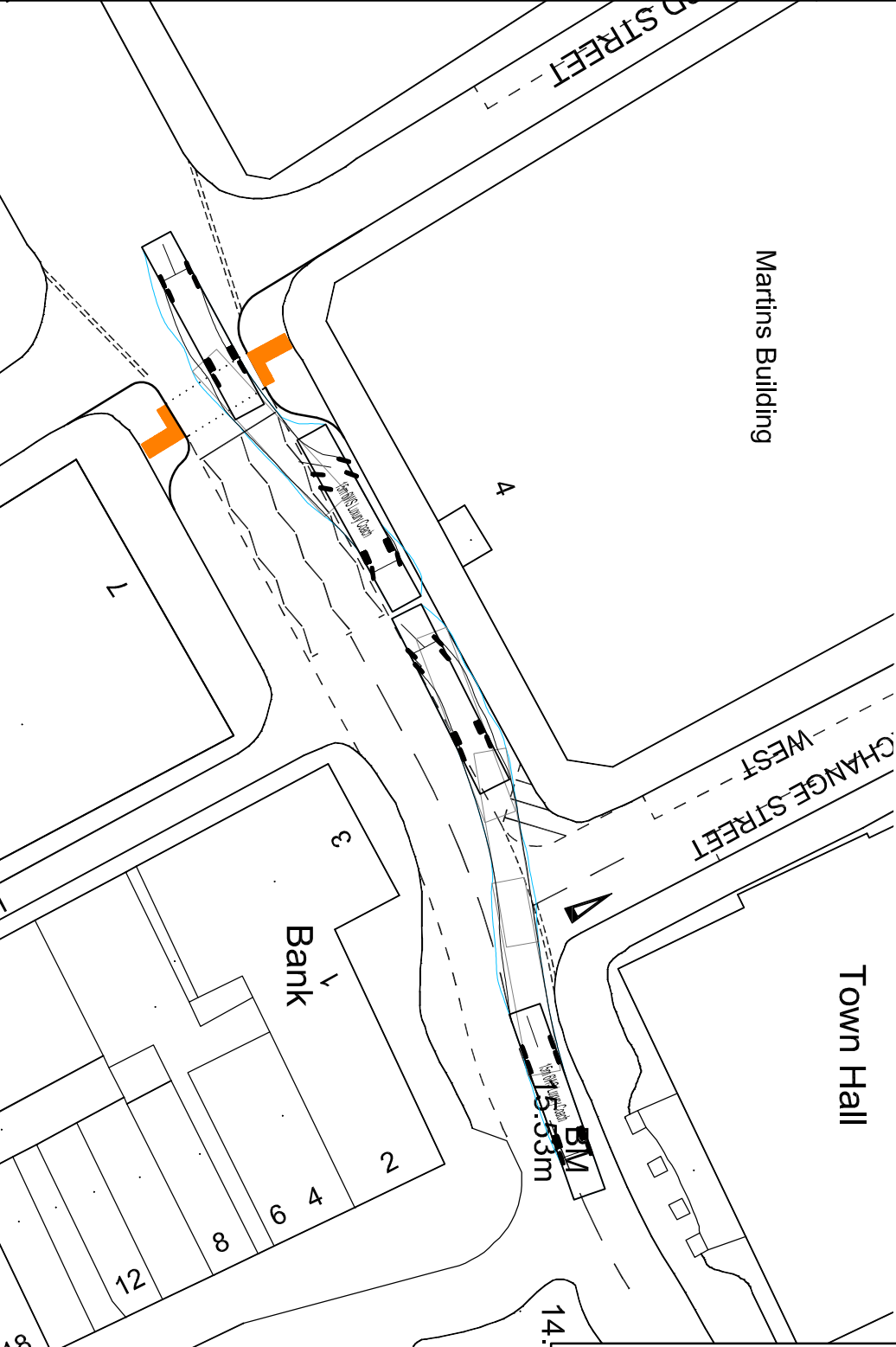
CHANGE STREET
WEST

ROAD STREET

BM
15.53m

14.5m

Bank



15m GWS Luxury Coach
Overall Length 15.000m
Overall Width 2.500m
Overall Body Height 4.157m
Min Body Ground Clearance 0.397m
Track Width 2.500m
Lock to Lock Time 5.00 sec
Kerb to Kerb Turning Radius 9.773m


A		08.01.10		Drawing Amended		RD	CH	KY
REV		DATE		AMENDMENTS		DRAWN	CHK	APP
A		M		APT		02.12.09		KY
Project No.		209272		Drawing No.		010		Scale @ A4 1: 500


Client		Castlewood Property Management	
Project		Martins Building Hotel	
Title		Plan 4 15m Coach Swept Path Analysis	
Purpose of Issue		Date	
<input checked="" type="checkbox"/> Preliminary <input type="checkbox"/> For Information		<input type="checkbox"/> For Tender <input type="checkbox"/> For Approval <input type="checkbox"/> For Construction <input type="checkbox"/> As Built	
		Dec 09	

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1 North Parade
Parsonage Gardens
Manchester
M3 2NH



Telephone: (0161) 827 9090
Facsimile: (0161) 827 9091
Email: enquiries@waterman-boreham.com

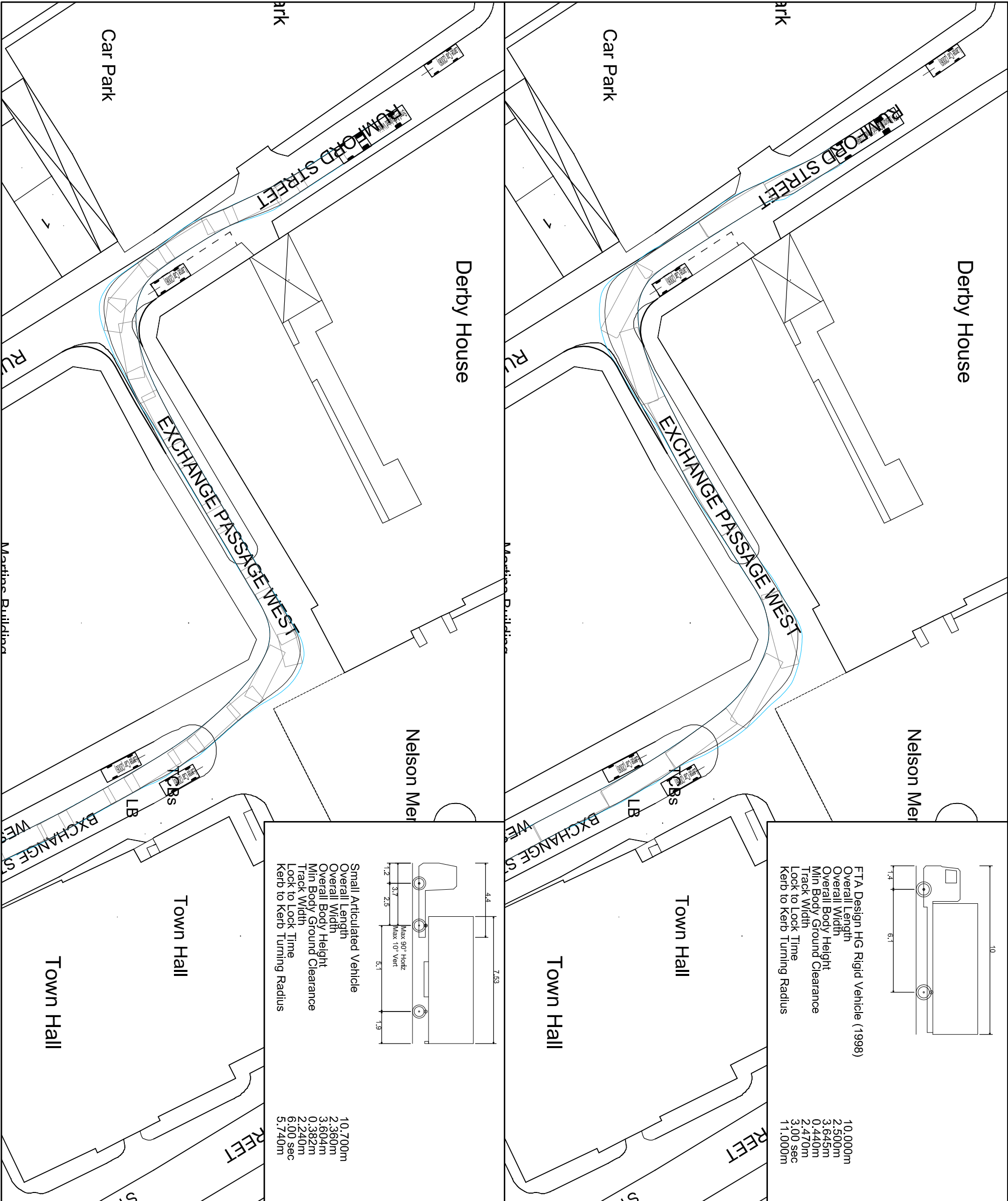
Waterman Boreham
Transport Planning





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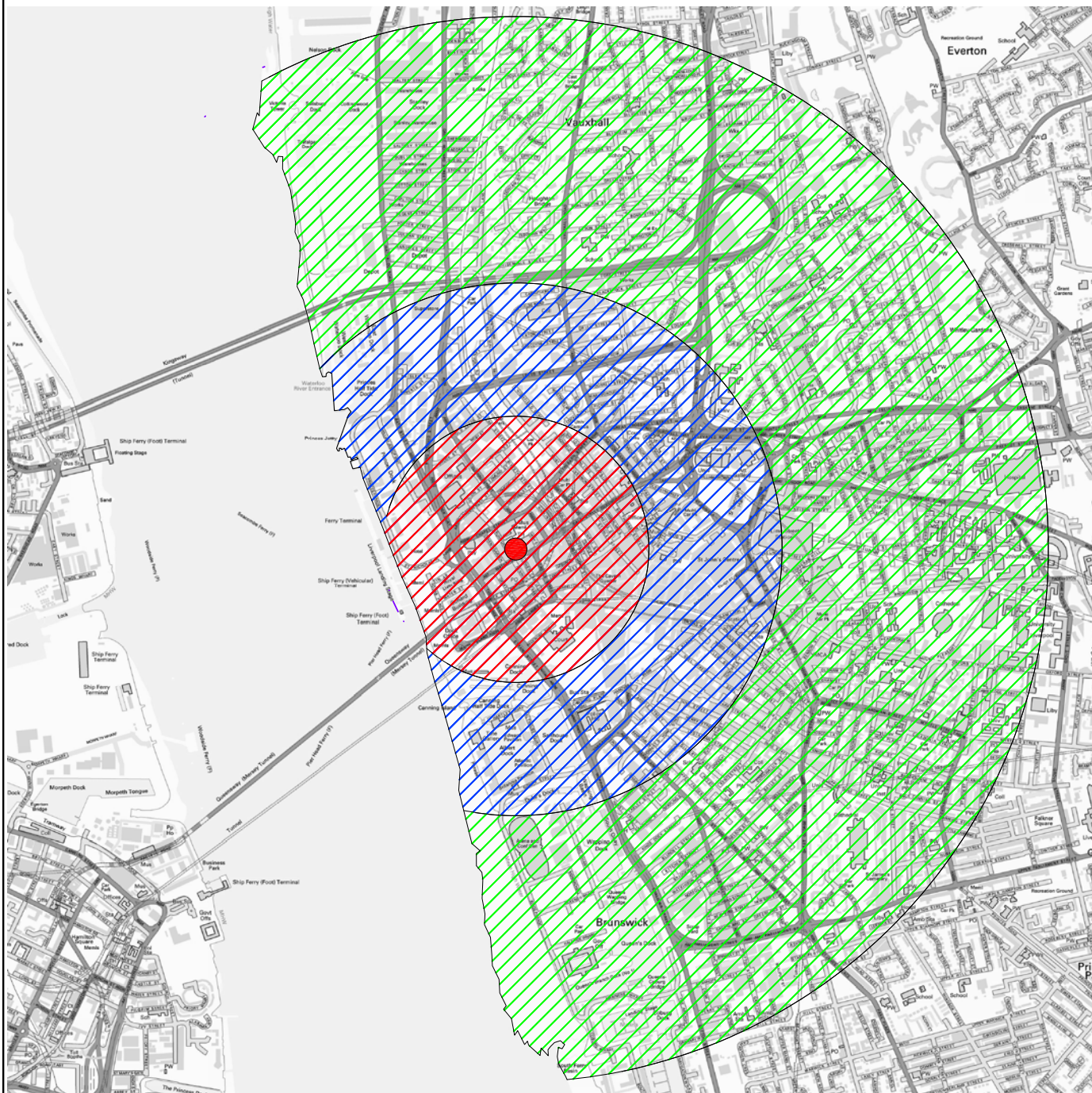

INVESTOR IN PEOPLE

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A	08.01.10	Revised Service Vehicle	RD	CH	KY
REV	DATE	AMENDMENTS	DRAWN	CHK	APP
Waleman Boreham Ltd		 Waleman Boreham Transport Planning			
Parsonage Court 1 North Parade Parsonage Gardens Manchester M3 2NH		 			
Telephone: 0161 827 9090 Facsimile: 0161 827 9091 Email: enquiries@waleman-boreham.com					
Client					
Castlewood Property Management					
Project					
Martins Building Hotel					
Title					
Plan 5					
Service Vehicle Swept Path Analysis					
Team	Drawn	Checked	Approved		
M	APT	KY 02.12.09	KY 02.12.09		
Scale @ A3 1:500		Date Dec 09			
Project No. 209272	Drawing No. 011	Rev A			
Purpose of Issue <input checked="" type="checkbox"/> Preliminary <input type="checkbox"/> For Tender <input type="checkbox"/> For Construction <input type="checkbox"/> _____ <input type="checkbox"/> For Information <input type="checkbox"/> For Approval <input type="checkbox"/> As Built					
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Key



Site Location






500m



1000m



2000m


Client	Castlewood Property Management		Drawn	CH	Checked	KY	02.12.2009	Approved	KY	02.12.2009	REV	DATE	AMENDMENTS	DRAWN	CHK	APP	
Project	Martins Building Hotel, Water Street, Liverpool		Scale @ A4	NTS		Date	02.12.2009				 Waterman Boreham Transport Planning						
Title	Plan 6 - Indicative Pedestrian Catchments		Project No.	209272		Drawing No.	006				 						
Purpose of Issue	<input checked="" type="checkbox"/> Preliminary <input type="checkbox"/> For Tender <input type="checkbox"/> For Construction <input type="checkbox"/> For Information <input type="checkbox"/> For Approval <input type="checkbox"/> As Built		Rev	-		Team	M		Waterman Boreham Ltd Parsonage Court 1 North Parade Parsonage Gardens Manchester M3 2NH Telephone: (0161) 827 9090 Facsimile: (0161) 827 9091 Email: enquiries@waterman-boreham.com								




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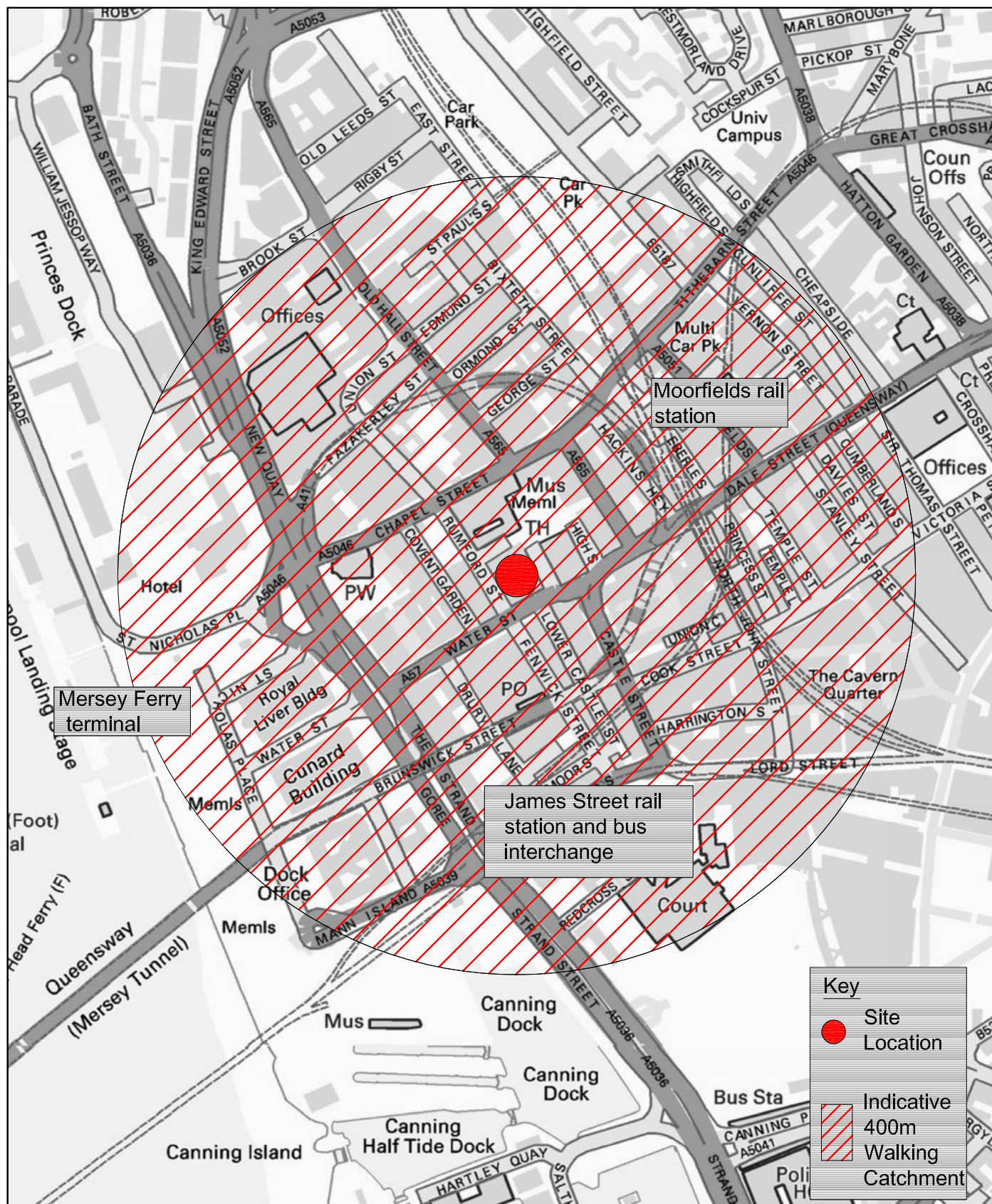
Key

 **Site Location**

Client Castlewood Property Management		Drawn BD	Checked CH	Approved KY	REV	DATE	AMENDMENTS	DRAWN	CHK	APP
Project Martins Building Hotel Water Street, Liverpool		Scale @ A4 NTS		Date 08-01-2010	Waterman Boreham Ltd Parsonage Court 1 North Parade Parsonage Gardens Manchester M3 2NH Telephone: (0161) 827 9090 Facsimile: (0161) 827 9091 Email: enquiries@waterman-boreham.com					
Title Plan 7 - 5km Cycle Catchment		Project No. 209272		Drawing No. 007	 Waterman Boreham Transport Planning  					
Purpose of Issue <input checked="" type="checkbox"/> Preliminary <input type="checkbox"/> For Information		<input type="checkbox"/> For Tender <input type="checkbox"/> For Approval		<input type="checkbox"/> For Construction <input type="checkbox"/> As Built		Rev -		Team M		

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Key

- Site Location
- Indicative 400m Walking Catchment

Client	Castlewood Property Management		Drawn	CH	Checked	KY	Approved	KY
Project	Martins Building Hotel, Water Street, Liverpool		Scale @ A4	NTS	Date	02.12.2009	02.12.2009	
Title	Plan 8 - Public Transport Facilities		Project No.	209272	Drawing No.	008		
Purpose of Issue	<input checked="" type="checkbox"/> Preliminary <input type="checkbox"/> For Information		Rev	-	Team	M		
<input type="checkbox"/> For Tender <input type="checkbox"/> For Approval		<input type="checkbox"/> For Construction <input type="checkbox"/> As Built						

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APPENDICES

Appendix A – Accessibility Standard Assessment

APPENDIX A - ACCESSIBILITY STANDARD ASSESSMENT

Minimum Scores

3.11 The minimum standard scores which are detailed have been developed through open and transparent testing by partner authorities and stakeholders on Merseyside. The scores have been tried and tested by transport and development professionals on real life developments.

Table 3.1: Minimum Levels of Accessibility: Minimum Scores for 'Medium' 'Large' and 'Major' Developments

Development Type	Location (see key below)	Development Size	Minimum score for walking	Minimum score for cycling	Minimum score for public transport	Minimum score for vehicle access
A1 Retail D2 Assembly & Leisure	Urban Centre	Major & Large	2	5	5	3
		Medium	2	3	3	2
	Other Urban	Major & Large	4	5	6	2
		Medium	4	3	4	1
A3 Restaurants & Cafes	Urban Centre	All	1	4	4	3
A4 Drinking Establishments	Other Urban	All	4	5	4	1
A5 Hot Food Takeaway						
A2 Financial and Professional Services	Urban Centre	Major & Large	2	5	5	3
		Medium	2	4	5	2
	Other Urban	Major & Large	4	5	6	1 or 3 ⁽²⁾
		Medium	4	4	4	1
B1 Business (including educational sites)	Urban Centre	Major & Large	2	5	5	3
		Medium	2	4	5	2
	Other Urban	Major & Large	4	5	6	1 or 3 ⁽²⁾
		Medium	4	4	4	1
B2 Industrial Uses	Urban Centre	Major & Large	n/a	n/a	n/a	n/a
		Medium	2	4	4	1
	Other Urban	Major & Large	2	3	5	1 or 3 ⁽²⁾
		Medium	2	2	4	1
B8 Storage and distribution	Urban Centre	Major & Large	n/a	n/a	n/a	n/a
		Medium	2	4	4	1

Development Type	Location (see key below)	Development Size	Minimum score for walking	Minimum score for cycling	Minimum score for public transport	Minimum score for vehicle access
C1 Hotels	Other Urban	Major & Large	2	3	5	1 or 3 ⁽²⁾
		Medium	2	2	4	1
	Urban Centre	Major & Large	2	5	5	3
		Medium	2	3	5	3
C3 Dwelling Houses (For flats with no 'internal circulation', issues, i.e. no car park, reduce walking and cycling target by 1.)	Other Urban	Major & Large	4	5	5	1
		Medium	4	3	4	1
	Urban Centre	Major & Large	4	4	5	3
		Medium	2	3	5	3
C2 and D1 Residential and non-residential institutions (medical centres, museums and galleries, public halls and meeting places)	Other Urban	All	4	5	6	1
	Urban Centre	All	2	5	5	3

Notes:

(1) Urban Centres = Urban Centres in Liverpool are the City Centre (as defined by the Liverpool Vision City Centre boundary in Appendix F), and District Centres as shown on the UDP/LDF proposals map.

Other Urban = The areas that are not in the City / District Centres.

(2) In locations outside of the main centres, if reduced parking standards can not be applied with on-street parking controls (score 3), then the maximum parking level may be sought (score 1)

Minimum Accessibility Standard Assessment**Minimum Accessibility Standard Assessment**

Proposal: MARTINS BUILDING HOTEL

Address: WATER STREET, LIVERPOOL CITY CENTRE				
Completed By: WATERMAN BOREHAM				
Access Diagram				
Has a diagram been submitted which shows how people move to and through the development and how this links to the surrounding roads, footpaths and sight lines? (This can be included within the Design and Access Statement, see Section 2.25.) If a diagram has not been submitted your application may not be processed.				Yes / No
Access on Foot			Points	Score
Safety	Is there safe pedestrian access to and within the site, and for pedestrians passing the site (2m minimum width footpath on both sides of the road)? If no your application must address safe pedestrian access.			Yes / No
Location	<u>Housing Development</u> : Is the development within 500m of a district or local centre (see Accessibility Map 1 in Appendix F)		Yes	2
	<u>Other development</u> : Is the density of existing local housing (i.e. within 800m) more than 50 houses per hectare (see Accessibility Map 4 in Appendix F)		No	
Internal Layout	Does 'circulation' and access inside the sites reflect direct, safe and easy to use pedestrian routes for all; with priority given to pedestrians when they have to cross roads or cycle routes?		Yes	1
			No	0
External Layout	Are there barriers between site and local facilities or housing which restrict pedestrian access? (see Merseyside Code of Practice on Access and Mobility)e.g.		There are barriers	-2
	<ul style="list-style-type: none"> No dropped kerbs at crossings or on desire lines; Steep gradients; A lack of a formal crossing where there is heavy traffic; Security concerns, e.g. lack of lighting. 		There are no barriers	1
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)	2	Comments or action needed to correct any shortfall EXCEEDS MINIMUM REQUIREMENT.	
	Box B: Actual Score	3		

Access by Cycle			Points
Safety	Are there safety issues for cyclists either turning into or out of the site or a road junctions within 400m of the site (e.g. dangerous right turns for cyclists due to the level of traffic)? If yes, you must address safety issues in your application.		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: Is the development within 1 mile of a district or local centre (see Accessibility Map 1)	Yes	2
	Other Development: Is the density of local housing (e.g. within 1 mile) more than 50 houses per hectare (see Accessibility Map 4 in Appendix F)	No	0
Internal layout	Does 'circulation' and access inside the site reflect direct and safe cycle routes; with priority given to cyclists where they meet motor vehicles?	Yes	1
		No	0
External Access	The development is within 400m of an existing or proposed cycle route (see Accessibility Map 1 in Appendix F) and / or proposes to create a link to a cycle route, or develop a route?		1
	The development is not within 400m of an existing or proposed cycle route (see Accessibility Map 1 in Appendix F)		-1
Other	Development includes shower facilities and lockers for cyclists	Yes	1
		No	0
			Total (B)
Summary	Box A: Minimum Standard (From Table 3.1)	5	Comments or action needed to correct any shortfall

3 Minimum Accessibility Standard Assessment

	Box B: Actual Score	5	IN LINE WITH MINIMUM REQUIREMENTS.	
Access by Public Transport			Points	Score
Location and access to public transport	Is the site within a 200m safe and convenient walking distance of a bus stop, and/or within 400m of a rail station? (See Accessibility Map 2 in Appendix F).	Yes	2	
		No	0	
	Are there barriers on direct and safe pedestrian routes to bus stops or rail stations i.e. <ul style="list-style-type: none"> A lack of dropped kerbs; Pavements less than 2m wide; A lack of formal crossings where there is heavy traffic; or Bus access kerbs. 	There are barriers	0	
		There are no barriers	1	
Frequency	High (four or more bus services or trains an hour)		2	
	Medium (two or three bus services or trains an hour)		1	
	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		1	
	The proposal contributes to an existing or new bus service		1	
			Total (B):	

Summary	Box A: Minimum Standard (from Table 3.1)	5	Comments or action needed to correct any shortfall
	Box B: Total Score	5	
			IN LINE WITH MINIMUM REQUIREMENTS.

Vehicle Access and Parking		Points	Score
Vehicle access and circulation	Is there safe access to and from the road? If no, you must address safety issues.		Yes / No
	Can the site be adequately serviced? If no, you must address service issues.		Yes / No
	Is the safety and convenience of other users (pedestrians, cyclists and public transport) affected by the proposal? If yes, you must address safety issues.		Yes / No
	Has access for the emergency services been provided? If no, you must provide emergency service provision.		Yes / No
	For development which generates significant freight movements, is the site easily accessed from the road or rail freight route networks (i.e. minimising the impact of traffic on local roads and neighbourhoods) (see Accessibility Map 3 in Appendix F)? If no, please provide an explanation.	N/A	Yes / No
Parking	The off-street parking provided is more than advised in Section 4 for that development type. If yes, parking provision must be reassessed.	N/A	Yes / No

