



The People's Project - Bramley-Moore Dock Stadium

Transport Assessment

November 2020

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Transport Assessment

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Executive summary

Introduction

Mott MacDonald has been commissioned by Everton Stadium Development Limited (thereafter 'Everton') to prepare a Transport Assessment (TA) in support of their proposal to develop a new football stadium with associated facilities (including surface car parks) and infrastructure at Bramley-Moore Dock (BMD), Liverpool. The capacity of the proposed stadium is 52,888 people.

The stadium planning application was submitted in December 2019 (LPA ref. 20F/0001). Since the planning submission a number of changes have been made to the stadium design and layout, the main difference in transport terms being the removal of the previously proposed multi-storey car park (MSCP) and changes to committed development in the local area. This revised version of the Transport Assessment takes into account these changes as well as stakeholder comments received since submission.

The stadium's primary purpose is to host football matches, but it will also be able to host other non-football major events such as concerts. The Club envisages a maximum of 4 non-football major events per year. There will also be wider uses at the stadium on non-match days including a club shop, restaurant and conferencing facilities. The existing Hydraulic Engine House (Grade II listed) on the site is to be converted into an exhibition / cultural centre.

The TA has been developed with a focus on the range of measures which will be implemented on match days and event days to achieve the desired outcomes of the wider Transport Strategy.

The focus of the TA approach has been to ensure the safe and efficient access and egress of supporters, staff and visitors on match days, major event days and when there is no match or major event being held. It is important to note that the stadium will only be in football or major event use for around 10% of the days in the year. For the remaining 90% of the year there will be no major event or football match at the stadium. There will however be other events held within the stadium hospitality areas such as meetings/conferences, exhibitions, parties and stadium tours on a frequent basis subject to demand. The TA assesses the likely transport demand resulting from these non-match day and non-event day uses to analyse the potential impact on the transport network.

Baseline analysis and Transport Strategy objectives

This TA contains a baseline analysis of the existing transport conditions in the study area to understand the current infrastructure that can support the increased demand induced by the new stadium. The study area is focussed upon the area reachable within a 30-minute walk from the stadium. A review of current national, regional and local policy has also been undertaken to help shape the Transport Strategy and ensure it aligns with the future aspirations of the area for regeneration and economic growth.

The Match Day Transport Strategy represents the core strategy for which the framework Events Day Transport Strategy has been developed from. Both follow similar steps, the key difference being that the Match Day Transport Strategy uses Everton supporter survey data to establish preferred mode of travel. The framework Events Day Transport Strategy uses the match day modal splits as the basis of the strategy development and is also informed by experiences from other stadium events across the north west.

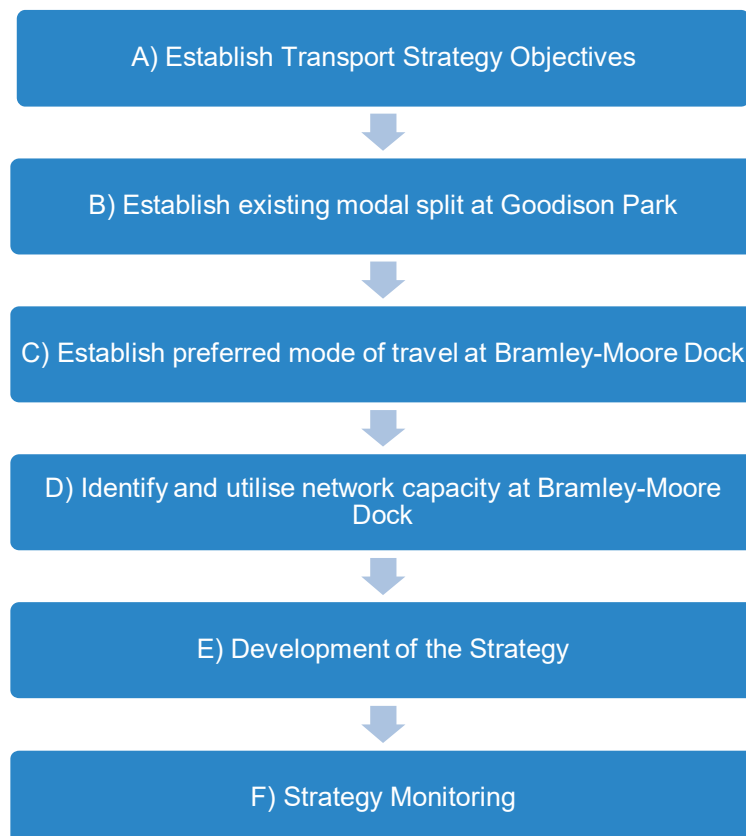
The Match Day Transport Strategy objectives have been developed following the baseline analysis and represents the first stage of the methodology to develop the strategy. The objectives are:

- Make the stadium easy to get to, and easy for visitors / users to get home.
- Establish travel patterns which are safe, convenient and sustainable.
- Provide supporters with a real choice of travel options.
- Wherever practical, encourage sustainable modes of travel for supporters.
- Make efficient use of existing public transport infrastructure
- Encourage supporters to use Liverpool city centre and Bootle town centre as transport hubs.
- Take reasonable measures to reduce the impact on residents and businesses as far as is practical.

Match Day Transport Strategy methodology

The methodology to develop the Match Day Transport Strategy is shown in Figure 1 below. This represents the process to develop the Match Day Transport Strategy which forms the core strategy and the basis for which the framework Event Day Transport Strategy has been developed from.

Figure 1: Match Day Transport Strategy methodology



Source: Mott MacDonald

For match days and event days the maximum potential carrying capacity of each transport mode has been identified through baseline analysis. This has been established in consultation with key stakeholders including Liverpool City Council, Merseytravel, Merseyrail Electrics and transport operators.

To understand the transport demand that will be generated on match days, results from the Supporter Travel Survey (December 2018) have been used. The survey results provided information on how supporters currently travel to Goodison Park and supporters preferred mode of travel when the proposed Bramley-Moore Dock stadium opens.

Through calculating the existing carrying capacity of the transport network and the level of future demand that must be accommodated from the new stadium, the Match Day and framework Event Transport Strategies have been developed.

The Strategies identify a range of measures and interventions which will be implemented to ensure the safe and efficient travel of supporters, and where practical encourage them to use certain modes to make best use of the existing transport network and minimising impact on the local community and the environment. Match day / major event day traffic and road closures will be temporary, infrequent and take place during off-peak traffic periods. In line with other stadium planning applications these impacts are assessed on a qualitative basis.

Match Day Transport Strategy and interventions

The proposed Match Day Transport Strategy and interventions are focussed on achieving the modal targets set for each transport mode and the objectives as defined above.

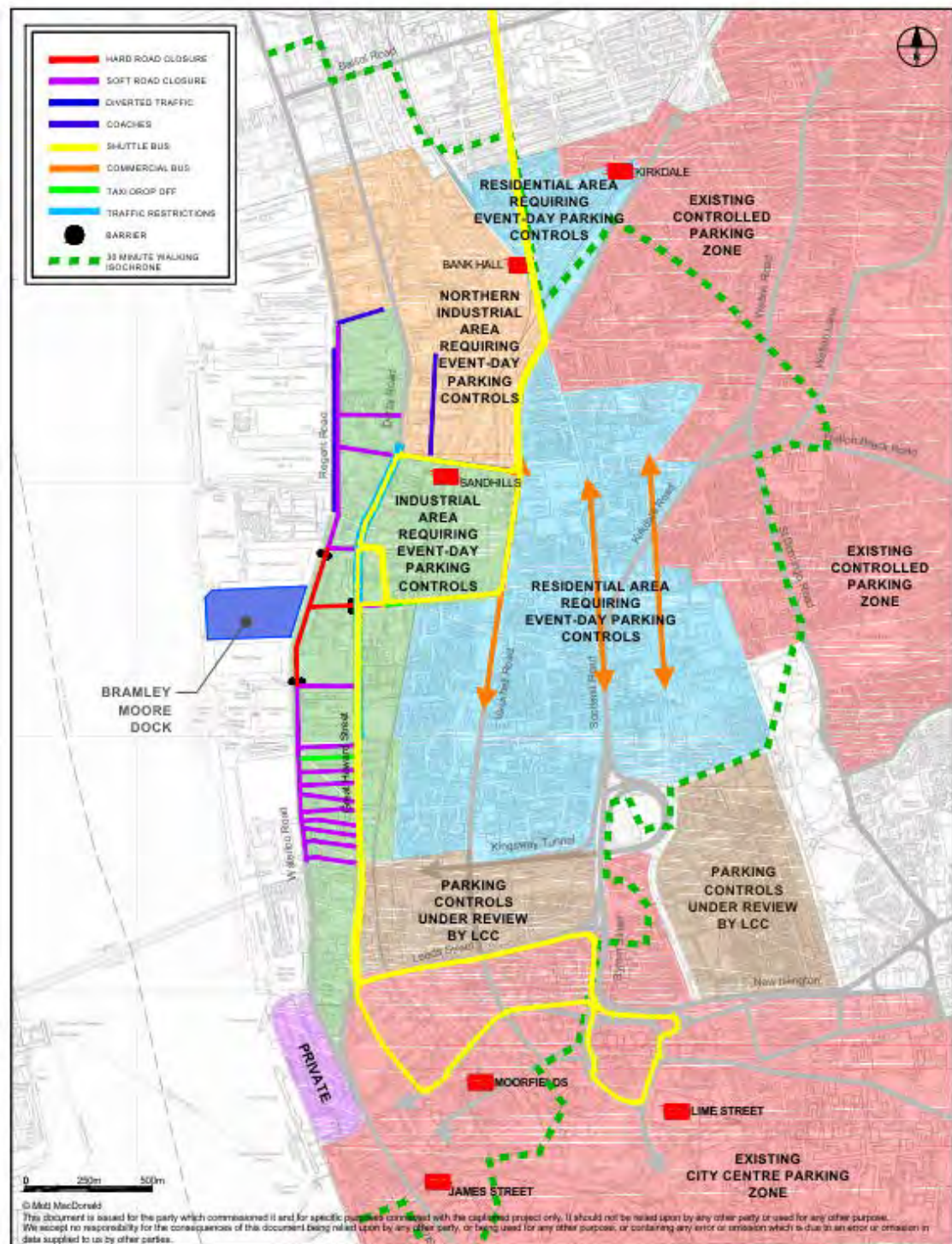
The core elements of the Match Day Transport Strategy can be summarised as follows:

- **Traffic restrictions and road closures:** A series of match day road closures and traffic restrictions will be set in place to support pedestrian safety and deter vehicle traffic entering the area. These measures are also critical to the stadium security strategy and crowd safety. The measures will comprise:
 - Temporary soft road closures where local businesses and residents will be granted access.
 - Hard road closures in the immediate vicinity of the stadium to protect the streets that will be busiest with footfall on match days.
 - Temporary post-match traffic restrictions on the A565 to reduce traffic speed and provide more space for pedestrian egress.
 - **Parking restrictions and car parking:** Parking restrictions will be enforced in residential and industrial areas to prevent parking and congestion constraining local access. These restrictions will also encourage the use of Liverpool City Centre and Bootle Town Centre for parking as match day hubs. They will also encourage some to use public transport and other modes.
 - **Match day shuttle buses:** Match day shuttle buses to Liverpool City Centre and Bootle Town Centre. These centres will be used by supporters for parking, onward public transport travel and pre/post-match activities. The shuttle bus services and support trips between the stadium and these areas and provide an alternative to walking (for Liverpool City Centre) or train (for Liverpool and Bootle). The shuttle buses will operate on commercial basis.
- Disabled supporters shuttle bus:** Pre booked shuttle services will be available for disabled supporters for onward travel to car parking and public transport.

- **Existing commercial bus routes:** On match days, the existing commercial bus services within walking distance of the site on Vauxhall Road, Scotland Road and Great Homer Street present a realistic choice of travel for some supporters.
- **Train travel:** Sandhills station (located on the Merseyrail Northern Line) is the closest train station to the stadium and is well located for use by supporters. In the post-match period crowd control measures will be implemented immediately outside the station to maintain a safe environment within a new waiting facility. Some fans may find it more convenient to walk to alternative stations to avoid waiting or use alternative modes of transport in the immediate post-match period.
- **Match day taxi ranks:** A series of taxi ranks are proposed for match days at Dublin Street, Boundary Street and Sandhills Lane.
- **Walking:** With traffic restrictions in place, streets in the vicinity of the stadium will be safety for pedestrians. Routes through to Sandhills station, taxi ranks, bus stops and Liverpool city centre will be safe and legible with signage directing supporters to key destinations via foot.
- **Cycling:** Cycle stands will be provided within the stadium plaza area within a secure environment. This provision will mean that cycling to games becomes attractive mode for some supporters.
- **Coach parking:** Coaches will park on-street on match days, mostly on streets closed to general traffic due to match day road closures. This will ensure coaches will not significantly impact on the traffic flow on open roads.

Figure 2 illustrates some of the key elements of the transport strategy and interventions.

Figure 2: Match Day Transport Strategy



Source: Mott MacDonald

Framework Event Transport Strategy

Following the development of the Match Day Transport Strategy as outlined above, the framework Event Transport Strategy has been developed to support major-non-football events at Bramley-Moore Dock. These events could include music concerts, boxing or other combative sports or comedy performances and are likely to take place outside of the football season.

The framework Event Transport Strategy explores the transport management solutions that will be required to help ensure that transport is managed in a safe and sustainable manner on major event days and that implications for the wider transport network are kept to a minimum.

The strategy builds upon the work to develop the Match Day Transport Strategy utilising the outputs of the supporter travel survey, as well as establishing a series of potential audience profiles that may affect potential mode splits. From the audience profiles, a series of interventions are provided by mode which is based on the Match Day Transport Strategy.

Transport demand on non-match days and non-event days

In addition to the demand generated at the stadium from match days and proposed major events, demand will also be generated by the new stadium on non-match days and non-event days. An assessment has been undertaken to assess traffic demand from non-match day and non-event days such as the on-site restaurant, club shop and hospitality facilities featuring conference uses for hire.

The level of traffic these everyday uses will generate has been calculated and distributed on the surrounding road network. The conclusion of this assessment reveals that during the weekday road network peak hours, the traffic generation of these uses will result in a small percentage increase in traffic on the network. The highest percentage increase assessed was at the Blackstone Street/Great Howard Street junction with a traffic increase of 1.9% on account of development in 2023 and 2028 during the morning peak hour.

On this basis, it is considered that the level of traffic increase generated by the development by the non-match and non-event uses are highly unlikely to have a material impact on the operation of the surrounding road network.

Summary

The preparation of the TA and Transport Strategy have been informed by extensive pre-application and post-application consultation. The TA and Transport Strategy demonstrates that there is sufficient capacity on the transport network in the area to serve the new stadium at BMD. The target mode shares and strategy objectives will be achieved through the Transport Strategy and proposed transport management interventions to support match days.

To achieve the target mode shares and strategy objectives, the Transport Strategy and proposed interventions apply a balanced approach across a range of modes, making best use of existing infrastructure and promoting sustainable travel in a realistic and achievable manner. This has also formed the basis for the framework Event Transport Strategy which outlines the measures required to support major events held at the new stadium.

Furthermore, an assessment has been undertaken to assess traffic demand at the new stadium induced from non-match day and non-event days. The level of traffic these everyday uses will generate has been calculated and distributed on the surrounding road network and the

assessment reveals that during the weekday road network peak hours, the traffic generation of these uses will result in a very small percentage increase in traffic on the network.

Finally, an impact appraisal of the proposed stadium for several key themes has been undertaken within the TA to address the following potential impacts that were raised by stakeholders through the consultation process:

- Impact of match and event day road closures and traffic restrictions on the local highway network.
- Impact on the Highways England network.
- Impact on the Mersey Road Tunnels.
- Need for a new rail station.
- Need for a new ferry terminal.
- Impact in Sefton (adjoining local authority area).

The impact appraisal finds that for the above key themes, the impact of the new stadium will be minor. The Transport Strategy and interventions proposed will mitigate the impacts of the proposed new stadium to make it acceptable in transport planning terms (having regard to the statutory development plan and other material considerations)

1 Introduction

1.1 Introduction

- 1.1.1 Everton Stadium Development Limited (hereafter 'Everton') has appointed Mott MacDonald to prepare this Transport Assessment (TA) in support of their proposal to develop a new football stadium at Bramley-Moore Dock (BMD). The capacity of the stadium on match days is 52,888 people. The stadium's primary purpose is to host football matches, but it will also be able to host other sporting non-football events as well as concerts at full capacity. The club envisages a maximum of 4 non- football major events per year.
- 1.1.2 The stadium planning application was submitted in December 2019 (LPA ref. 20F/0001). Since the planning submission a number of changes have been made to the stadium design and layout, the main difference in transport terms being the removal of the previously proposed multi storey car park (MSCP) and changes to committed development in the local area. This revised version of the Transport Assessment takes into account these changes as well as stakeholder comments received since submission. This is set out in more detail in Section 2.3.
- 1.1.3 The proposed stadium scheme forms part of a wider club-led regeneration strategy for North Liverpool ("The Peoples' Project") which also includes the community led redevelopment of Goodison Park, Everton's existing stadium. The proposals for Goodison Park are subject to a separate outline planning application with its own Transport Assessment.
- 1.1.4 The stadium will continue to be active when there is no match being played and when there is no event being held at the stadium. A restaurant located in the hospitality area within the proposed west stand will be accessible to the general public. Furthermore, the hospitality areas will be available for hire for conferences, meetings, weddings and similar events. The stadium also includes a club shop in the proposed east stand as well as small scale office accommodation for club staff and a ticket office. The Hydraulic Tower is proposed to be converted to an exhibition / cultural centre.

Transport planning application documents

- 1.1.5 This TA forms part of a wider suite of documents submitted in the Bramley-Moore Dock planning application. In addition to this TA report, a separate Interim Staff Travel Plan (TP) (ref. 11/I) has been prepared.
- 1.1.6 Two shorter summary documents have also been produced focussing on two key elements of the Transport Assessment which are as follows:
- Match Day Transport Strategy (ref. 12/F).
 - Event Transport Strategy (ref. 13/G).
- 1.1.7 These strategy documents focus on the range of measures which will be implemented on match days and event days to achieve the desired outcomes of the wider Transport Strategy as set out in this Transport Assessment. They are a useful summary of what will happen with regards to transport on match days or event days for those who need this information in a concise, basic format.
- 1.1.8 In addition to the transport documents set out above an Environmental Impact Assessment (EIA) has been prepared to support the planning application. Whilst this document has a wider remit to assess environmental impact on issues such as noise, air quality and heritage amongst

many other topics the document contains a section dedicated to transport. The section assesses the environmental impact of the development on the transport network.

1.2 Transport assessment approach

- 1.2.1 The focus of the TA approach has been to ensure the safe and efficient access and egress of supporters on match days and non-football event days. In order to achieve a sustainable transport strategy, it is necessary from the outset to ensure that visitors to the BMD stadium site have a real choice available to them on how they travel and that sustainable modes of transport are attractive and accessible. It is also important to recognise that the stadium will generate transport demand when there is no match or event being held. Staff and visitors will also need to have a choice of travel modes available to them so that the development is not over reliant on the private car.
- 1.2.2 To ensure this can be achieved, a baseline understanding of existing transport conditions, analysis of potential travel patterns, as well as extensive engagement and consultation with key stakeholders was required.
- 1.2.3 An assessment of transport demand generated by the stadium on non-match day and non-event days has been undertaken in order to review its potential impact on the transport network. This is crucial, as for the vast majority of days in the year there will be no football played at the stadium. For the most part of the year the transport demand generated and conference and other facilities at the stadium will be much lower than that of a match day, nonetheless this demand must be understood and assessed.
- 1.2.4 For match days and event days the maximum potential carrying capacity of each transport mode has been identified through our baseline review. This has been established in discussion with Liverpool City Council (LCC), Merseytravel, Merseyrail Electrics and other transport operators (bus and taxi companies). To understand the transport demand that will be generated on match days results from the Supporter Travel Survey (December 2018) was used. The survey results provided information on how supporters currently travel to Goodison Park and supporters preferred mode of travel when the BMD stadium opens.
- 1.2.5 Through this understanding of the carrying capacity of the transport network and the level of demand that will materialise, the Match Day and Event Transport Strategies have been developed. The Strategies identify a range of measures and interventions which will be implemented to ensure the safe and efficient travel of supporters, and where practical encourage them to use certain modes to make best use of the existing transport network and minimise impact on the local community and environment.
- 1.2.6 Match day / major event day traffic and road closures will be temporary, infrequent and take place during off-peak traffic periods. Furthermore, traffic re-routing and event parking will take place over a wide geographical area. Accordingly, the assessment of the impact of match day traffic on the operation of the road network, in line with similar stadium planning applications nationwide is undertaken on a qualitative basis. More detail on this approach is provided in Section 14.2. The key principles underlying this TA have been agreed with transport stakeholders in pre-application consultation. The methodology which has been followed aims to make the best use of existing transport networks and where necessary seeks to enhance the quality, safety and accessibility of sustainable travel modes.

1.3 Report structure

- 1.3.1 This report has been prepared in close consultation with a wide range of key stakeholders which will be detailed later in this report. It is presented in a format to provide detail on the current

transport baseline conditions of the area, the proposed development, the potential transport impact of development and the mitigation measures in a logical manner. A summary of the TA's structure is presented in Table 1 below:

Table 1: Transport Assessment structure

| Section | Outline | |
|---------|---|--|
| 2 | Data sources & consultation | Details on the sources of information used in this document. This is followed by an overview of public consultation and stakeholder engagement process that has been undertaken as part of this TA. |
| 3 | Transport policy framework | A review of relevant national and local transport / planning policies and guidance with relevance to the proposed scheme. |
| 4 | Site location and existing conditions | An overview of the local context of the development site in terms of transport and accessibility |
| 5 | Proposed development | This section provides a detailed description of the proposed stadium scheme focussing on elements which are most pertinent to transport. |
| 6 | Surrounding developments | The application site is located in an area that has been earmarked for regeneration for many years. This section provides a summary of sites with planning permission and how these future developments are taken into account in this TA. |
| 7 | Transport Strategy methodology | The methodology used to create the Transport Strategy and how it supports match days and events at the new stadium. The methodology behind the data collection exercises is also presented here. |
| 8 | Baseline modal splits and travel characteristics | Analysis of current travel patterns for supporters at Goodison Park. Overview of typical number of Everton first team fixtures in any one season. |
| 9 | Future spectator profile and stated mode | Analysis of the supporter travel survey results in terms of stated preference for travel to Bramley-Moore Dock. |
| 10 | Current network capacity and target modal movements | Carrying capacity of transport network applied to stated preferences. Review of the balance of capacity and demand and the interventions to consider. |
| 11 | Match Day Transport Strategy | Overview of the Match Day Transport Strategy |
| 12 | Event Transport Strategy | Overview of the Event Transport Strategy for non-football events, such as concerts and non-football sporting events. |
| 13 | Transport Demand on Non-Match Days & Non-Event Days | Analysis of transport demand generated by the stadium on days when there is no match on at the stadium and no large-scale event. Transport demand will be generated by the club shop, conference facilities and other uses. |
| 14 | Impact appraisal for key themes | Liverpool City Council, Highways England and Sefton Council has requested that analysis of stadium impact on specific transport items. This section provides this requested analysis. |
| 15 | Summary | A summary of our key findings and conclusions |

2 Data sources and consultation

2.1 Introduction

- 2.1.1 This section provides details on the data sources that have been used in developing the TA and subsequent Transport Strategy. Following this, there is then an outline of the extensive engagement and consultation with key stakeholders to help establish a baseline understanding of existing transport conditions and inform the development of the Transport Strategy.

2.2 Data collection

- 2.2.1 This TA and accompanying Transport Strategies have been compiled drawing on a range of existing data sources and through the collection of new data, to produce a cohesive evidence base to develop the strategy. The key data sources are as follows:

- Supporter travel surveys undertaken by Everton with support from Mott MacDonald (December 2018);
- Post code data of current season ticket holders and waiting list held by EFC;
- Baseline data: publicly available data including bus timetables and rail timetables and road collision data. Also, data collected by new transport surveys and site visits; and
- Data collection from several sources to explore the transport network capacity that would serve Bramley-Moore Dock.

- 2.2.2 Each of the above data sources are described below.

Supporter travel surveys

- 2.2.3 The 2018 Everton supporter travel survey has been mentioned previously in this section. Everton FC administered a travel survey to all registered supporters and those who had attended a match at Goodison Park in the last five seasons. It contained a broad range of questions about current travel habits to Goodison and intended travel to a new stadium at Bramley-Moore Dock and was completed by 8,000 supporters.
- 2.2.4 For both scenarios, the survey asked supporters who they attend matches with, where they travel from, their main mode, supplementary questions about their usual mode and their travel routine. For Bramley-Moore Dock the questions were for anticipated travel choices. The survey differentiated between weekdays and weekends, and it was found there was some variation in travel habits at different times of the week.
- 2.2.5 Due to the supporter travel survey being completed by 8,000 people, it forms a good sample size, at 20% of Goodison Park capacity and over 15% of Bramley-Moore Dock capacity. This is just under the number of respondents to give a confidence level of 95% with a 1% margin of error for 52,888 supporters (sample size required would be 8,107).

Home postcodes of season ticket holders

- 2.2.6 To assist in developing the Transport Strategy, Everton FC provided Mott MacDonald with the home postcodes (first half of post code only) of all current season ticket holders and all supporters on the waiting list for a season ticket. In total 35,580 postcodes were included. This enabled the strategy to be built around an accurate profile of where the majority of supporters will be travelling to/from before/after matches.

Baseline data

- 2.2.7 A range of data sources have been used to produce Section 4 of this report which provides details on the site location and existing conditions around the site. This has been informed by desktop research to consider bus timetables and rail capacities and site observations that have been undertaken throughout this commission. Road traffic collision data has been obtained from Liverpool City Council for the study area to inform a high-level study of road safety in the area. All this data was collected between May 2018 and May 2019.
- 2.2.8 Traffic surveys were commissioned in June 2018 on Regent Road, Great Howard Street, Vauxhall Road, Scotland Road and Great Homer Street. In addition to this traffic data has been sourced from Liverpool City Council's 'Liverpool City Highways Model' to understand traffic flows in the local area in more detail.
- 2.2.9 Numerous site visits have been undertaken in compiling this planning application to observe current transport conditions. One walking site visit was undertaken with Liverpool City Council on 12th July 2019 where the MM team and LCC highways representatives walked between the site and Liverpool City Centre also taking in routes northwards to Sandhills train station to observe current transport conditions and infrastructure.

Transport network capacity data

- 2.2.10 Transport network capacity data was gathered to understand the carrying capacity of each component of the network. Parking surveys were undertaken for all on-street and off-street car parking in Liverpool within a 35-minute walk time of Bramley-Moore Dock on a weekday and weekend to observe the amount of available car parking at the times when supporters are likely to be parking for a match. This extent was agreed with LCC as a reasonable walking distance in line with existing football match parking restrictions surrounding Goodison Park and Anfield Stadiums.
- 2.2.11 Merseytravel shared with MM details of rail surveys for trains calling at Sandhills Station on a weekday evening and weekend. The surveys demonstrated available capacity of the trains at those times. Additionally, discussions were held with Merseyrail Electrics and Merseytravel to understand their plans for future rolling stock changes, the capacity of the new rolling stock and their ability to operate double length trains at peak times. The rail surveys and future rolling stock information was combined to estimate the likely available capacity for the hour after matches finish. Merseytravel and Merseyrail Electrics have also engaged in discussions with MM on the use of Sandhills station on match days and major event days.
- 2.2.12 To establish the capacity of existing commercial buses on the transport network, initially an estimate of bus capacity was constructed based on the number of buses serving bus stops in the vicinity of the application site and a working assumption made on available capacity at match times, focussing on the post-match period when demand is at its most intense. Discussions with Arriva and Stagecoach subsequently revealed that they would be willing and able to increase their service provision to meet demand at the busiest times if necessary.
- 2.2.13 Taxi operators were also consulted in the strategy development process, to understand their capacity to provide taxis on match days.

2.3 Consultation

Transport Stakeholders and Neighbours

- 2.3.1 Mott MacDonald has held regular meetings with Liverpool City Council and Merseytravel on the People's Project since May 2017 to update them on project progress and to receive feedback on transport issues. Since January 2019 this dialogue has been expanded to include a wider range of transport stakeholders and also landowners who neighbour the application site. These meetings have taken place on a one to one basis and on occasions in groups with multiple stakeholders present.
- 2.3.2 The stakeholders we have engaged with are listed below:
- Liverpool City Council – Highways, Development Control, Parking Services; Inclusive Access;
 - Merseytravel (as part of Liverpool City Region Combined Authority);
 - Merseyrail Electrics;
 - Liverpool City Region Combined Authority;
 - Network Rail;
 - Bus Operators – Arriva, Peoplesbus and Stagecoach;
 - Unite the Union – Black Taxis representatives;
 - Delta Taxis – Private Hire Taxi Firm;
 - The Police;
 - Highways England;
 - Sefton Council;
 - United Utilities; and
 - Peel Land & Property.
- 2.3.3 A summary of the stakeholder engagement is contained in Table 2 below. This summarises the date on which the stakeholder meeting took place, the stakeholders in attendance and the purpose of the meeting. The outputs from this exercise have informed the development of this TA and are referenced at the appropriate points within this TA.

Table 2: Stakeholder engagement meetings

| Purpose | Date | Attendees |
|--|------------|---|
| Local Authority Update and Scoping Meetings | | |
| Local authority and scoping meetings | 18/05/2017 | LCC Highway Development Control, Merseytravel |
| Local authority and scoping meetings | 08/06/2017 | LCC Highway Development Control, Merseytravel |
| Local authority and scoping meetings | 27/06/2017 | LCC Highways Development Control, Merseytravel |
| Local authority and scoping meetings | 28/06/2017 | LCC Highways Development Control, LCC Planning, Highways England |
| Local authority and scoping meetings | 18/07/2017 | LCC Highway Development Control, LCC Planning and Development, Merseytravel |
| Local authority and scoping meetings | 27/07/2017 | LCC Planning and Development |

| | | |
|--|------------|---|
| Local authority and scoping meetings | 26/09/2017 | LCC Highways Development Control, LCC Planning and Development, Merseytravel |
| Local authority and scoping meetings | 21/05/2018 | LCC Highway Development Control, LCC Planning and Development |
| Local authority and scoping meetings | 26/07/2018 | LCC Highways Development Control, LCC Planning and Development, Merseytravel |
| Local authority and scoping meetings | 15/02/2019 | LCC Urban Traffic Control |
| Local authority and scoping meetings | 14/03/2019 | LCC Network Management |
| Local authority and scoping meetings | 22/03/2019 | LCC Highway Development Control, LCC Parking Services, LCC Planning and Development, LCC Network Management |
| Local authority and scoping meetings | 25/04/2019 | LCC Highway Development Control, LCC Parking Services, LCC Planning and Development, LCC Network Management |
| Local authority and scoping meetings | 26/04/2019 | LCC Highways Development Control, LCC Planning and Development |
| Local authority and scoping meetings (Site walkover) | 12/07/2019 | LCC Highways Development Control |
| Post Application Submission Engagement | | |
| Local authority planning response meetings. | 04/05/2020 | LCC Highway Development Control, LCC Planning and Development |
| Local authority planning response meetings | 07/05/2020 | LCC Planning and Development, LCC Inclusive Design |
| Local authority planning response meetings. | 12/05/2020 | LCC Highway Development Control, LCC Planning and Development, LCC Inclusive Design. |
| Local authority planning response meetings. | 15/05/2020 | LCC Highway Development Control, LCC Parking Services |
| Local authority planning response meetings. | 20/05/2020 | LCC Urban Traffic Control, LCC Highway Development Control, |
| Local authority planning response meetings | 02/07/2020 | LCC Highway Development Control |
| Local authority planning response meetings | 04/08/2020 | LCC Highway Development Control |
| Local authority planning response meetings | 13/08/20 | LCC Highway Development Control, LCC Planning and Development, LCC Inclusive Design. |
| Local authority planning response meetings | 29/10/20 | LCC Highway Development Control |
| Transport Stakeholder Meetings | | |
| Stakeholder meetings | 28/06/2017 | Sefton Council |
| Stakeholder meetings | 30/05/2018 | Merseytravel |
| Stakeholder meetings | 19/12/2018 | Merseyside Police |
| Stakeholder meetings | 05/02/2019 | Merseyside Police |
| Stakeholder meetings | 28/02/2019 | Liverpool City Region Combined Authority |
| Stakeholder meetings | 28/02/2019 | Merseytravel |
| Stakeholder meetings | 11/03/2019 | Highways England |
| Stakeholder meetings | 11/03/2019 | Merseytravel |
| Stakeholder meetings | 17/04/2019 | Merseytravel |

| | | |
|---|------------|--|
| Stakeholder meetings | 14/05/2019 | Sefton Council |
| Stakeholder meetings | 09/05/2019 | The Peel Group and Curtins (The Peel Group's Transport Consultants) |
| Stakeholder meetings | 15/05/2019 | Curtins (The Peel Group's Transport Consultants) |
| Stakeholder Meetings | 17/07/2019 | Liverpool Corporate Access Forum (Disability Interest Group) & LCC |
| Stakeholder meetings | 18/07/2019 | The Peel Group and Curtins (The Peel Group's Transport Consultants) |
| Stakeholder meetings | 09/09/2019 | United Utilities |
| Stakeholder meetings | 19/09/2019 | Sefton Council |
| Stakeholder meetings | 07/11/2019 | Liverpool Corporate Access Forum (Disability Interest Group) & LCC |
| Post Application Submission Engagement | | |
| Stakeholder meetings | 14/05/2020 | Merseytravel |
| Stakeholder meetings | 19/05/2020 | Sefton Council |
| Stakeholder meetings | 05/06/2020 | United Utilities |
| Stakeholder meetings | 29/06/2020 | Merseyside Police |
| Stakeholder meetings | 27/07/2020 | Everton Disabled Supporters Association |
| Stakeholder meetings | 24/08/2020 | Everton Disabled Supporters Association |
| Transport Working Group | | |
| Transport Working Group | 21/11/2018 | LCC Urban Traffic Control, LCC Highway Development Control, LCC Network Management, Merseytravel, Stagecoach, Peoplesbus, Arriva, Unite the Union, Police. |
| Transport Working Group | 04/04/2019 | LCC Urban Traffic Control, LCC Highway Development Control, LCC Network Management, Merseytravel, Stagecoach, Peoplesbus, Arriva, Unite the Union. |
| Transport Operators | | |
| Transport operator - Taxi | 11/01/2019 | Unite the Union – representatives from the black taxi trade, LCC Taxi Licencing |
| Transport operator - Taxi | 26/03/2019 | Delta Taxis |
| Transport operator - Taxi | 01/04/2019 | Unite the Union – representatives from the black taxi trade, LCC Taxi Licencing |
| Transport operator – Bus | 09/01/2019 | Peoplesbus |
| Transport operator – Bus | 11/01/2019 | Stagecoach |
| Transport operator – Bus | 23/04/2019 | Arriva |
| Transport operator – Bus | 17/05/2019 | Stagecoach |
| Transport operator -Rail | 31/05/2019 | Merseytravel, Merseyrail Electrics, Network Rail |
| Transport operator -Rail | 10/09/2019 | Merseytravel, Merseyrail Electrics, Network Rail |

- 2.3.4 This consultation is valuable and helps us to ensure that the Transport Strategies contained within this document will be deliverable and acceptable to key stakeholders.

Pre-Application Scoping

- 2.3.5 Scoping of the main issues for this document to cover and the methodology was agreed in scoping with Liverpool City Council. The main documents and correspondence relating to this are included as Appendix F.

Bramley-Moore Dock Transport Working Group

- 2.3.6 A Transport Working Group was formed prior to planning submission which includes representatives from the Club, Mott MacDonald, Merseyside Police, Liverpool City Council, Merseytravel as well as representatives of bus operators and taxi operators. This group has met on numerous occasions prior to planning submission to discuss project progress and the Transport Strategy for the stadium. The group is now expanded since planning submission to include Sefton Council, Peel, and United Utilities. It is envisaged that subsequent to planning permission being granted for the stadium that the group will continue to meet on the implementation of the Transport Strategy and following stadium opening will meet to discuss Transport Strategy monitoring.

Evidence of transport stakeholder support

- 2.3.7 One of the key outcomes of the stakeholder consultation is that transport operators have confirmed their agreement with the detailed workings of the Transport Strategy in writing. Evidence of the support of transport operators is included as Appendix F.

Public Consultation

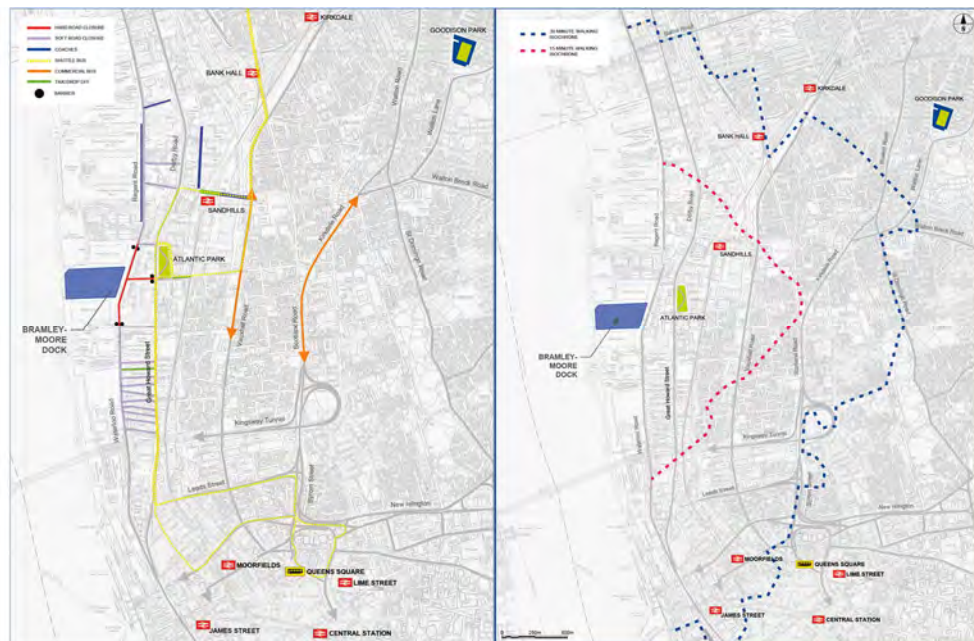
Stage One Public Consultation

- 2.3.8 Stage One public consultation was undertaken in November and December 2018. This achieved over 20,000 responses. The consultation focussed upon the basic principles of development: whether Bramley-Moore Dock was an appropriate site and opinions on the proposals for the redevelopment of Goodison Park. Members of the public were able to participate by attending a roadshow or review material online. 94% of respondents agreed that Bramley-Moore Dock was an appropriate location and 95% agreeing with the redevelopment proposals for Goodison Park.

Stage Two Public Consultation

- 2.3.9 Stage Two public consultation took place in August 2019, this included a transport element, with the emerging transport strategy forming part of the consultation material. Members of the public were able to take part in the consultation by attending a roadshow which took place from 16th July to 21st August at multiple locations within Liverpool, Sefton and Wirral. The public was also able to participate online via a consultation website. For residents and businesses located around Goodison Park and Bramley-Moore Dock, consultation materials were mailed as well as a survey that could be completed and returned by post.
- 2.3.10 The consultation material provided a broad overview of the emerging match day transport strategy- highlighting the match day road closures that would be in place, public transport options in terms of: shuttle bus services, emphasising the proximity of Sandhills station and the city centre for trains as well as access by bus, taxi and private car.

Figure 3: Stage Two Public Consultation Material



Source: Everton Football Club

- 2.3.11 More than 43,000 people responded to Everton Football Club's second stage public consultation into proposals for a new stadium at Bramley-Moore Dock and a community-led legacy project at Goodison Park.
- 2.3.12 The response, double that of the first stage public consultation, makes The People's Project the largest commercial public consultation in the city of Liverpool's history and one of the largest ever held in the UK.
- 2.3.13 In total, 90% of respondents were in support of the Transport Strategy presented in the Stage Two consultation. This represents an extremely high volume of support for the Transport Strategy, in addition to the supportive comments several suggestions were made through the process.
- 2.3.14 Issues raised included: a perceived lack of proposed parking, absence of a ferry service and preference for a new rail station closer than Sandhills. Access by all modes of transport are discussed in detail in this TA, and issues such as parking, ferry services and rail are discussed later in this document.
- 2.3.15 Section 14 provides a more detailed response to address the issue of new ferry or rail infrastructure provided at Bramley-Moore Dock. Section 11.5 details the parking management strategy that will ensure parking will not create congestion issues in the area and there will be opportunities for parking at the stadium itself and remote locations, addressing several of the concerns raised in the Stage Two consultation.
- 2.3.16 In summary, the results of the Stage Two consultation represent a generally positive reception to the proposed Transport Strategy for Bramley-Moore Dock. Of the few suggestions raised by respondents, it is anticipated that many of these will be resolved once more details are available to supporters and the public, particularly on key themes of car parking management and public transport strategy.

Stage Two Travel and Traffic Management Consultation

- 2.3.17 As part of the Stage Two consultation a stakeholder consultation event focussed on travel and traffic management arrangements for the proposed stadium scheme at Bramley- Moore Dock was held on 22nd August 2019 at the Titanic Hotel in Liverpool. Residents and businesses were invited by post to attend the event which took place in two sessions through the day: between 12:00 and 14:00 and 18:00 and 20:00. Letters were sent by mail to close to 650 registered addresses within the areas proposed for road closure within the emerging transport strategy - those potentially most impacted by match day traffic management measures. The geographical area covered by the invitations was from Bankfield Street to the north, Paisley Street to the south, Derby Road, the Merseyrail Northern Line and Great Howard Street to the east and the River Mersey to the west.
- 2.3.18 The event was attended by 51 residents and people who work in the area. At the consultation event Mott MacDonald were able to convey the road closure and traffic management measures that will be in place on match days in detail to consultees. Where there was concern raised by businesses and residents it was chiefly related to ensuring access was maintained to their properties through the system of soft road closures which will be implemented on match days.
- 2.3.19 The comments received by residents and businesses have been taken into account in the development of the match day transport strategy where practical.

Post planning submission: stakeholder consultation, stadium design changes and changes to committed development

- 2.3.20 Following planning submission (LPA ref. 20F/0001) in December 2019, changes were made to the stadium design and layout. Furthermore, post-application consultation was undertaken with Liverpool City Council, Sefton Council, Merseyside Police, Merseytravel, United Utilities and Everton Disabled Supporters Association through May to August 2020. Where practical this revised version of the Transport Assessment takes into account the outcomes of this consultation. In this section we detail the key changes made to this Transport Assessment since the original December 2019 document. A summary sheet of the comments and how they have been addressed is included as **Appendix M**.

Stadium Design

- 2.3.21 The reduction in parking capacity at the stadium, through the omission of the multi-storey car park ('MSCP') has resulted in a reduction car parking capacity to the west of the stadium from 481 spaces to 85 spaces on match days and major event days and 149 on non-match days . The operation and justification for the parking provision is discussed in more detail in Sections 5.3, 5.4 & 5.6. The capacity of the spaces in terms of supporters on match days is discussed in Section 10.2. The results of match day transport capacity analysis presented in Table 45 later in this report shows that despite the reduction in car parking there remains sufficient carrying capacity on the transport network on match days to accommodate 52,888 supporters.
- 2.3.22 On match days there will be in the region of 8,300 parking spaces available within 30 minutes' walk on weekdays or by interchanging via other modes and 5,440 on weekends. Within this context the loss of 400 spaces only represents 5% of parking available on weekdays and 7% on weekends.
- 2.3.23 There is sufficient parking capacity and capacity on other modes in the wider area to accommodate demand for travel. Accordingly, the change in parking does not have a material impact on the conclusions of the original December 2019 Transport Assessment.

- 2.3.24 Minor changes have been made to the non-match day access strategy to improve security and vehicle circulation. This is explored further in Section 5.4.

Committed Development & Planning Policy

- 2.3.25 Since the submission of the People's Project application, a number of planning applications have been submitted in the local area. The closest to the site being a hotel development on Regent Road directly outside the stadium (20F/0217). In addition, new planning applications have come forwards within Liverpool City Centre at Princes Dock for a residential tower (20F/1203) and to the south of this a 'cruise liner hotel' (19F/1038), and a residential development at Lightbody Street (20F/1947). The impact of these developments in terms of traffic modelling is discussed in Section 13.6 and in greater detail in **Appendix L**.
- 2.3.26 The conclusion to this review is that the traffic analysis presented in the 2019 planning submission remains robust and the changes in traffic levels generated by these development does not have a material impact on the conclusions presented in 2019. This has been agreed with Liverpool City Council. There remains sufficient road network capacity in the vicinity of the site to accommodate the traffic generated by the stadium on non-match days.
- 2.3.27 In terms of planning policy, the Liverpool City Region Combined Authority Transport Plan (2019) and the Liverpool City Region Combined Authority Local Cycling and Walking Infrastructure Plan are now adopted policy documents. Accordingly, these documents are now included in the policy review in Section 3. In addition, the Draft Liverpool Local Plan has been updated with a series of modifications. The policy review section also now takes account of these changes.

Stakeholder engagement: Liverpool City Council Highways

Post submission dialogue with Liverpool City Council Highways has assisted Mott MacDonald in refining the Match Day Transport Strategy from the December 2019 planning submission. Key changes made to the application in response to dialogue includes the following:

- **Expansion of match / event parking restrictions-** Dialogue with LCC Parking Services revealed the need to include an industrial area to the north of the stadium within match day and event day parking controls. The area is bounded by Millers Bridge to the north, Sandhills Lane & Bankfield Street to the south, Merseyrail's 'Northern Line' to the east and Regent Road to the west. With this area included within the parking restrictions this will deter traffic from the area, reduce congestion and impact on safety and local businesses. The expansion results in a reduction in the availability of 'on street' parking capacity in the local area of around 300 spaces during match times from the original assessment. This reduction is included in revised parking calculations included in Sections 4.10 & 10.2. With this change in place there remains sufficient capacity on the transport network to accommodate the movement of 52,888 supporters and no changes are made to the conclusions presented in the December 2019 planning submission.
- **Highway changes at Regent Road-** Mott MacDonald has discussed the proposed changes to the Regent Road cycleway immediately outside the stadium with Liverpool City Council highways, cycling, planning, and inclusive design officers. Changes to the proposals have been made to make the highways changes acceptable to all parties. The new revised layout is included as **Appendix I** and is discussed in Section 5.7 .
- **Urban Traffic Control-** Mott MacDonald met with Liverpool City Council Urban Traffic Control to discuss the management of traffic on Regent Road and Great Howard Street on match days. In line with the original proposals Liverpool City Council confirmed they are satisfied that there is a remote urban traffic control solution to manage both traffic and

pedestrian movement on these corridors on match days. These details are expanded upon in Section 11.4.

- **Clarifications-** Liverpool City Council requested a number of minor clarification on a variety of issues in the Transport Assessment. Changes have now been made to the text where appropriate- This includes:
 - Bus Travel on Great Howard Street: Section 4.7.4;
 - Stadium coach parking: Section 5.2.3;
 - Car parking calculations: Section 5.6; and
 - Vehicle tracking: Section 5.8;

Stakeholder Engagement: Liverpool City Council Inclusive Design and Everton Disabled Supporters Association

2.3.28 Discussions with Liverpool City Council's Inclusive Design officer and Everton Disabled Supporters Association (EDSA) revealed a number of issues to address:

- Stadium Design changes resulting in fewer disabled parking spaces on site at the stadium than the December 2019 planning application; 35 proposed in initial revised design consultation where previously 70 were proposed on match days;
- Walking distances to public transport, taxi ranks and coach parking being too far for some disabled supporters. This is influenced by the hard and soft road closure system that will be in place during the match days and event days. For safety and anti-terror reasons these restrictions cannot be reduced at this time. Notwithstanding this, in the years following stadium opening new pedestrian routes will open up through adjacent sites (Liverpool Waters) which are likely to reduce the extent and time the road closures are in place.

2.3.29 In response to these comments the design team and Club took the following actions:

- Initiated in continued dialogue with Everton Disabled Supporters Association on inclusive design and transport options.
- The design team revised the design of the west of the site (west of the water channel) to accommodate additional disabled supporter parking- 54 spaces now proposed;
- The Club will provide a match day mini bus service between the stadium and Sandhills Station (for onward connection to train, taxi bus travel, and coach travel;
- The Club will provide a match day mini bus service between the stadium and high capacity car parking.
- Further detail of these services is described in Section 11.13.
- A letter expressing EDSA's support for the proposals is included in Appendix F.

Stakeholder engagement: Liverpool City Region Combined Authority (Merseytravel)

2.3.30 Mott Macdonald engaged with Merseytravel to discuss the delivery of the proposed waiting facility to be constructed outside Sandhills Station for use on match days. Merseytravel has indicated that they agree on points of principle and have engaged in further dialogue on the proposed corraling system at Sandhills Station. Merseytravel has provided indicative design and costings for the facility so that dialogue on delivery of the facility can progress.

2.3.31 In addition to this Merseytravel provided a number of detailed comments on the transport strategy relating to funding of public transport services. We consider that this dialogue on funding and the construction of the waiting facility will continue following the planning resubmission.

Stakeholder Engagement: Sefton Council

- 2.3.32 Sefton Council requested clarification on the measures that will be put in place to reduce potential traffic impact within Bootle and Sefton area on account of the shuttle bus service which will run there on match days.
- 2.3.33 The Club will disseminate marketing and travel information to supporters to inform them of the transport options available on match days. A 'how to get to' guide will be published, part of this will focus on Bootle, how to catch the shuttle bus and the most appropriate places to park within the Bootle area. By informing supporters of the best places to park and best approach routes to Bootle by car potential impacts can be managed. More information is provided on this in Section 11.15 & 14.8.
- 2.3.34 Sefton Council will become part of the Transport Working Group - a group set up to discuss transport issues prior to and in the years following stadium opening (discussed previously in this section). In this way Sefton Council will continue to input into transport and match day arrangements so that any potential impacts are discussed with other transport stakeholders are managed where appropriate.

Stakeholder Engagement: Highways England

- 2.3.35 Following submission of the planning application in December 2019 Highways England responded to Liverpool City Council offering no objection.

Stakeholder Engagement: United Utilities

- 2.3.36 Following planning submission United Utilities requested clarification on maintaining access to their site on match days. The United Utilities site access is located outside of the proposed hard closure area and therefore vehicular access will be maintained throughout match day. United Utilities will be welcome to become a member of the Transport Working Group so that they may continue to provide input on match day transport issues along with other stakeholders.

2.4 Summary

- 2.4.1 This section has outlined the approach that has been undertaken to develop the Match Day Transport Strategy and Event Transport Strategy for a new stadium at Bramley-Moore Dock. The section has described how survey data, data provided by transport stakeholders as well as publicly available transport data has been used to inform the strategies. The strategies have been developed in consultation with transport stakeholders and the public to ensure that it is deliverable.

3 Transport policy framework

3.1 Introduction

- 3.1.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town & Country Planning Act 1990 require planning applications to be determined in accordance with the statutory development plan unless material considerations indicate otherwise. The statutory development plan for the City of Liverpool currently comprises the Unitary Development Plan (adopted 2002).
- 3.1.2 The statutory development plan transport policies relevant to the application proposal are summarised below. The following policies and guidance are material considerations which also informs the Transport Assessment:
- City of Liverpool Unitary Development Plan (2002);
 - Supplementary Planning Documents (SPDs).
 - National Planning Policy Framework (February 2019);
 - Planning Practice Guidance (March 2014); and
 - Liverpool Local Plan (Submission Draft, including draft schedule of main modifications, April 2020);
- 3.1.3 In addition to planning policy guidance, there are overarching transport strategies relevant in the development of the application proposal, as follows:
- Merseyside Local Transport Plan (2011);
 - Liverpool City Region Combined Authority Transport Plan (2019);
 - Liverpool City Region Local Journeys Strategy (2018);
 - Liverpool City Region Combined Authority Local Cycling and Walking Infrastructure Plan (2020);
 - Liverpool City Region Long Term Rail Strategy (2018); and
 - Merseyside Active Travel Strategy (2011).
- 3.1.4 Finally, some additional guidance of relevance is outlined as follows:
- Guide to Safety at Sports Grounds (2018); and
 - Accessible Sports Facilities (Sport England) (2010).
- 3.1.5 A summary of the relevant policies and guidance is therefore summarised below.

3.2 Unitary Development Plan (UDP) – Statutory Development Plan

- 3.2.1 The UDP was adopted in November 2002 and is a statutory document which provides the planning framework for the city. In 2007 the City Council discounted four of its policies, and the Joint Merseyside and Halton Waste Local Plan (adopted in 2013) replaced a further six. Under the new planning system, the remaining UDP policies form part of a 'saved plan', now acting as a Local Plan Document within the Local Plan Framework.
- 3.2.2 The aims of the Plan, with respect to transport issues, are covered under General Policy 6 (GEN6). GEN6 aims to provide a balanced provision of transport infrastructure which is inclusive, safe and accessible which meets the following:

- Provides access to employment, leisure, retail and other facilities for all of the City's residents
- Meets the transport needs of people who are economically and socially disadvantaged
- Allows for the safe, efficient and easy movement of goods into and throughout the City, in order to help secure the regeneration of the local economy
- Protects & enhances the environment through reducing the reliance on the private car
- Promotes, in conjunction with the Passenger Transport Authority, investment in the public transport network and associated facilities
- Improves facilities for cyclists and pedestrians;
- Provides a framework for investment in the efficiency of the road system; and
- Reduces the availability of car parking facilities which would attract car borne commuters

3.2.3 A summary of the relevant policies within the plan which relate to transport are outlined below.

3.2.4 **Policy T4 (Taxis)** states that developments which are likely to be used by the public will be required to incorporate provision for taxi and Hackney Carriage facilities where there are no existing facilities in close proximity to the site, or where the scale and nature of development will generate a demand for taxi and Hackney Carriage facilities.

3.2.5 **Policy T6 (Cycling)** seeks to promote initiatives designed to maximise the role of cycling as a transport mode by: improving the condition of designated cycle routes in the City; catering for cyclists' needs in the design of all new highway improvement schemes, traffic management schemes, road safety schemes, the road maintenance programme, and giving consideration to the provision of safe cycling routes through all major development and redevelopment sites; improving road signage; introduce traffic calming measures, where appropriate; and requiring new developments to provide secure cycle parking facilities.

3.2.6 **Policy T7 (Walking and Pedestrians)** supports measures to encourage walking and make the pedestrian environment safer by improving signing, lighting, surfaces and visibility. All major development and redevelopment sites should cater for pedestrians' needs in the design of all new highway improvement schemes, traffic management schemes, the road maintenance programme, and giving consideration to the provision of safe and convenient walking routes.

3.2.7 **Policy T8 (Traffic Management)** paragraph 11.94 identifies football as an area of concern in this respect, relating to traffic and particularly car parking on match days. Policy C7 (Football Clubs) deals specifically with these issues, identifying traffic management measures which might alleviate the problems.

3.2.8 **Policy T9 (Road Safety)** reducing the number of road accident casualties and fatalities and minimising the risk of these accidents on the roads.

3.2.9 **Policy T11 (Major Road Corridors)** Riverside Corridor North: (including the A5036 Waterloo Road/Regent Road, A565 Great Howard Street/Derby Road and A5038 Vauxhall Road) has been identified for improvement measures. Along these corridors, resources will be targeted for the design and implementation of measures designed to improve the image of the City; improve conditions; facilitate the efficient operation of public transport services; and ensure the most efficient and effective use of the Major Road Corridors, in order to relieve sensitive locations of heavy traffic.

3.2.10 **Policy T12 (Car Parking Provision in New Developments)** states that all new developments including changes of use, which generate a demand for car parking will be required to make provision for car parking on site, to meet the minimum operational needs of the development.

Additional space for non-operational car parking will be permitted up to a maximum standard. The need will be determined by: the nature and type of use; whether off-site car parking would result in a danger to highway and pedestrian safety; whether the locality in which the proposed development is located is served by public car parking facilities; whether off-site parking would result in demonstrable harm to residential amenity; the relative accessibility of the development site by public transport services; and the feasibility of levying commuted sums from developers in lieu of car parking provision for developments within the City Centre controlled parking zone.

3.2.11 **Policy T13 (Car Parking for the Disabled)** car parking for the disabled should be provided in accordance with the following specific standards: a minimum of 6% of the first hundred parking spaces in a development should be reserved for Orange Badge holders. Thereafter, the number of spaces will be negotiable; parking bays should be wide enough to facilitate the easy transfer of a wheelchair to and from a car; disabled parking bays should be clearly marked as such and be located close to the point of access to and from the development served; and within multi-storey car parks, disabled parking bays must be adjacent to lifts.

3.2.12 **Policy T15 (Traffic Impact Assessment)** where planning permission is sought for new development which is likely to result in a material change in the character or volume of traffic on the surrounding highway network, the applicant will be required to submit a full Traffic Impact Assessment (TIA). Proposals which exceed any of the parameters as set out in this policy, will generally require a TIA as part of the planning application. Where extra traffic generated by a proposed development requires road or public transport improvements in the vicinity of the scheme (or beyond), to the extent that works are necessary to enable the proposed development to proceed, conditions may be imposed on any planning permission making its implementation subject to the completion of the works. Where transport improvements will be needed to enable the proposal to go ahead, these should be provided first.

3.3 Ensuring a Choice of Travel SPD (2008)

3.3.1 This SPD was developed through a collaboration of the Merseyside local authorities and Merseytravel and was adopted in December 2008. The document provides guidance on the access and transport requirements for new development. The document identified that for D2 (leisure development) the following maximum standards should apply:

- Cycle Spaces: 1 secure space and locker per 5 members of staff, plus either 1 cycle stand per 50m² of floor space open to the public or 1 per 80 seats (minimum of 2 spaces) (whichever is most appropriate to use)
- Motorcycles: 1 space per 200 seats (minimum of 2 spaces)
- People with disabilities: Over 200 bays – 4 spaces plus 4% of the total number of spaces
- Service Vehicles and Coaches: No minimum requirement, on-site provision should be on the basis of early negotiation supported by the Transport Assessment
- Taxis: Pick-up/set-down bay adequate for one required above 1,000m², with additional space if justified by a Transport Assessment.
- Other Staff and Operational Parking: 1 space per 6 seats outside of centres
- Coach parking and coach pick-up/drop-off will also be required and will be assessed on a case-by-case basis.

3.3.2 Transport Assessments will need to address sustainable access, the impact on the existing network and mitigating residual impacts.

3.3.3 As a new large-scale development site, the stadium is committed to ensuring that accessibility is enhanced, and sustainable modes are supported.

3.3.4 It recognises that good design can contribute to sustainable modes of travel and enhance the environmental quality of a scheme, something which is reinforced through the Transport Strategy in this TA.

3.3.5 The SPD requires new developments to be supported by a MASA (Minimum Accessibility Standard Assessment). The SPD also sets out guidance for car parking and cycle parking in new developments.

3.4 Design for Access for All SPD (2011)

3.4.1 Liverpool City Council's Design for Access for All Supplementary Planning Document (SPD) was designed to "highlight the most important principles in designing inclusive buildings, which meet the needs of all users including disabled people".

3.4.2 Within Chapter 3, the SPD sets out design guidance for providing an inclusive approach for access to new developments. A particular focus is taken to providing accessible pathways noting key requirements such as a minimum width of 2 meters for pavements to accommodate wheelchairs, as well as the provision of dropped kerbs complemented with tactile paving at all crossing points.

3.4.3 The proper provision of disabled parking is also identified as a key consideration, whereby minimum provisions of 6% of all spaces should be reserved for disabled drivers for the first 100 spaces and a % negotiable thereafter.

3.4.4 This TA acknowledges the importance of providing inclusive access to the new stadium, as a major public attractor, and strives to meet minimum provisions outlined in this, and other, inclusive mobility planning documents. Through the pre-application process, discussions have taken place between the project consultant team, the Club and the Liverpool Corporate Access Forum (CAF) to discuss stadium access for all users.

3.5 National Planning Policy Framework (2019)

3.5.1 The most recent iteration of the National Planning Policy Framework (NPPF) was published in February 2019. The framework sets out the government's policies on planning for England and how it expects these to be applied. The NPPF also provides a framework for local authorities and people to work within whilst still reflecting the needs of the local community.

3.5.2 The purpose of the planning system is to contribute to the achievement of sustainable development and there is therefore a presumption in favour of sustainable development, in economic, social and environmental terms, within the NPPF. It is recognised, however, that proposals must still be considered against the latest Local Plan and be approved where they fall in line with it or refused if they conflict (unless other material considerations indicate otherwise).

3.5.3 Chapter 9 paragraphs 108-111 of the NPPF discusses the importance of promoting sustainable transport within new developments by setting out key issues, planning policy requirements and necessary development proposal assessments.

3.5.4 In assessing sites that may be allocated for development in plans, or specific applications for development it should be ensure that:

- Appropriate opportunities to promote sustainable transport modes have been taken up, given the type of development and its location.
- Safe and suitable access can be achieved for all users.

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

3.5.5 The NPPF also states that *“developments should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety or the residual cumulative impact on the road network would be severe”*.

3.5.6 Within this context, the NPPF also states that applications for development should:

- Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second -so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.
- Address the needs of people with disabilities and reducing mobility in relation to all modes of transport.
- Create places that are safe, secure and attractive – which minimise the scope of conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards.
- Allow for the efficient delivery of goods, and access by service and emergency vehicles.
- Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

3.5.7 Finally, the NPPF states that all developments that will generate significant amounts of movements should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

3.6 **Liverpool Local Plan (May 2018 Submission Version including Draft Schedule of Main Modifications, April 2020)**

3.6.1 The Liverpool Local Plan, as consulted on in 2018 as a pre-submission draft, provides a *“long-term spatial vision, strategic priorities and policies for future development in the city over the next 15-20 years”*.

3.6.2 The Plan recognises the high level of expected growth across the city, with £14bn worth of regeneration projects on site or in the pipeline. The consequences for the Local Plan are ultimately to manage this growth and where it should be allocated. The Local Plan is undergoing the examination process and as such modifications are currently being made to its policies.

3.6.3 In relation to transport, the Local Plan outlines several policies as outlined below (which take account of modifications to April 2020).

3.6.4 **Policy TP1 (Improving Accessibility and Managing Demand for Travel)** states that:

- Development proposals should make the best use of existing transport infrastructure. Where this cannot be achieved, development should be phased to coincide with new transport infrastructure provision
- Developments which singly or in combination have a significant impact on the movement of people or goods, should, through the provision of Travel Plans, positively manage travel demand and contribute to the improvement of accessibility in general, particularly by more sustainable modes of transport including walking, cycling and public transport

- Development proposals should not compromise existing transport infrastructure or schemes programmed in “A Transport Plan for Growth”, “The Local Cycling and Walking Infrastructure Plan”, “The Liverpool City Region Local Journeys Strategy” and actions that are planned. These include: Protecting routes where necessary and support improvement of facilities that support the use of public transport; Increasing the network of, and protecting and enhancing, safe cycling and walking routes, based on programmes in the LTP's Active Travel Strategy and the longer term plan to complete the comprehensive Liverpool City Region Cycle Network; Initiatives designed to provide car and cycling facilities at rail stations by protecting land where necessary;
- All developments should address the accessibility of pedestrians and cyclists, as well as public transport users and other users of the transport and movement networks within the City and make a positive contribution to the connection between different transport modes, the reduction and mitigation of climate change and road safety issues.
- The City Council will support and facilitate proposals involving the construction or upgrading of passenger bus, ferry and rail facilities and those which will improve the efficiency of the movement of freight transport to, through and across the City.

3.6.5 **Policy TP2 (Transport Assessments)** requires development that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. In order to ensure that free and safe movement is not compromised consideration will be given to the effect on safety, congestion and the environment when dealing with development proposals that involve:

- New or altered access to the transport network.
- Improvement work to the transport network.
- The creation of new transport infrastructure.
- The generation of additional trips on the transport network

3.6.6 Development proposals will only be permitted where:

- Accesses, junctions and new road layouts would be safe and operate efficiently;
- The development would not individually or cumulatively with other projects, have a severe impact on the functioning of the network;
- The proposal would not be detrimental to the safety of all users of the transport network, and in particular pedestrians and cyclists.
- The proposal makes provision for walking, cycling and the use of public transport.
- The proposal would not generate regular movement of heavy goods vehicles (HGVs) on unsuitable roads, or on roads without easy access to Liverpool City Region's Freight Route Network.
- Vehicle and cycle parking, turning and servicing appropriate to the scale and nature of the development is provided.

3.6.7 **Policy TP5 (Cycling)** states that proposals for new development should:

- Demonstrate that they will have a positive impact on the cycling network and its users;
- Be designed to encourage cycling.
- Provide appropriate cycle access and sufficient, secure cycle parking facilities in accordance with the City Council's current standards; and
- Demonstrate best practice in design for cyclists and ensure that the layout is fully accessible for cyclists and encourages and facilitates cycle usage.

- 3.6.8 **Policy TP6 (Walking and Pedestrians)** states that new development proposals should:
- Be designed to actively encourage walking through a well-designed pedestrian environment in the development site;
 - Provide appropriate pedestrian access in accordance with the City Council's current standards; and
 - Demonstrate best practice in design for pedestrians and ensure that the layout is fully accessible for pedestrians, and encourages and facilitates walking;
- 3.6.9 **Policy TP7 (Taxis)** developments which are likely to be used by the public and where it would be practicable to do so will be required to make provision for taxi and Hackney Carriage facilities where there are no existing facilities in close proximity to the site, or where the scale and nature of development will generate a demand for taxi and Hackney Carriage facilities.
- 3.6.10 **Policy TP8 (Car Parking and Servicing)** states that new developments which generate a demand for car parking or servicing will be required to make provision to meet such demand on site, appropriate to the scale and nature of the development, having regard to road safety considerations and the City Council's standards.
- 3.6.11 Proposals for residential and non-residential development will be expected to have regard to road safety considerations and the Council's parking standards and should incorporate a reasonable percentage of spaces with charging points available at the time the site is first occupied together with provision for additional points over time. Car parking for the disabled should be provided having regard to road safety considerations and the Council's standards.
- 3.6.12 Car Parking should be considered as an integral part of the overall design of the scheme. Development proposals should consider the following key principles in the design to address car parking issues:
- Ensure car parking is usable, safe and secure.
 - Avoid car parking dominating the street-scene.
 - Use discreet and innovative solutions for car parking.
 - Ensure parked cars are unobtrusive.
 - Set car parking behind the front of the dwellings where possible.
 - Not impede cycling infrastructure
- 3.6.13 All development proposals should ensure that emergency and refuse vehicles are not impeded by car parking. Within commercial, industrial and non-residential developments adequate provision should be made for parking, servicing and loading without having an impact on the operational effectiveness of development and safe movement of people, vehicles and goods. Proposals should also provide a minimum of 5% of all parking spaces in the development with an electric charging point. Other spaces should also have the capacity to easily retrofit a recharge point for communal use.
- 3.6.14 **Policy TP9 (Public Transport)** states that public transport should be considered within transport assessments as an integral part of the design process and it should be clear how the issue of ensuring public transport usage as a realistic alternative to private car trips has been addressed wherever appropriate.
- Where a development proposal is of sufficient scale to include an internal highway circulation system for vehicles the design should ensure that it can accommodate bus access.
 - Where a development proposal would require the introduction of new public transport infrastructure, including the creation of a new bus service, or the extension of an existing

service, then the development should provide suitable financial support for the construction or implementation of appropriate facilities including bringing all properties within 400m of the bus network wherever possible;

- Transport assessments should consider how opportunities could be taken to provide good access to the bus network, including where appropriate, provide and improve the infrastructure necessary to support such greater accessibility. Where this is not upon a new highway layout created by the development, then the development should introduce new infrastructure, or enhance existing infrastructure including where possible the quality of the services available, at appropriate locations on the current public transport network, if this is required to create good access arrangements
- Transport assessments should consider how opportunities could be taken to provide good access to the rail network, including where appropriate, the infrastructure necessary to support such access. Access Statements should address how the proposed development relates to and improves access to rail services and networks in terms of:
 - Walking distance and walking routes to stations
 - Cycling distance and cycling routes to stations
 - Convenience of bus access to stations
 - Principal destinations served from the rail stations (covering those destinations with frequent trains and then other appropriate destinations where a change of train may be required)
 - Details of the service frequencies, hours of operation and principal destinations compared with the opening hours and demands of the development during the day, and
 - Whether the station offers attractive waiting facilities, adequate shelter, perceived social safety and facilities for ease of access for all.

3.7 Liverpool City Centre Strategic Investment Framework (2012)

- 1.1.1 The Liverpool City Centre Strategic Investment Framework (SIF) presents an ambitious strategy to guide investment across the City Centre over the 15 years following its adoption in 2012. The SIF has been designed to *“promote strategically identified economic priorities... to play to, and enhance, the city’s competitive strengths”*.
- 3.7.1 The northern docks area, in which the Bramley-Moore Dock lies, is repeatedly recognised as an area for prioritising *“major transformational projects”*. The SIF also recognises that *“new and enhanced pedestrian and cycle connections will be critical to the successful integration of these areas within the city’s central business district and the Waterfront.”*
- 3.7.2 The strategic actions and initiatives outlined within the SIF support major development such as a new stadium at the Bramley-Moore Dock and will complement its implementation through continued long-term wider connectivity improvements to this area.

3.8 Merseyside Local Transport Plan 3 (2011)

- 3.8.1 The Merseyside Local Transport Plan 3 (LTP3) became active in April 2011 with a vision to provide *“a city region committed to a low carbon future, which has a transport network and mobility culture that positively contributes to a thriving economy and the health and wellbeing of its citizens and where sustainable travel is the option of choice.”*
- 3.8.2 To achieve this vision, six goals have been set out which include the need to *“provide and promote a clean, low emission transport system”*, *“ensure the transport system promotes and enables improved health, wellbeing and road safety”* and *“ensure equality of travel opportunity*

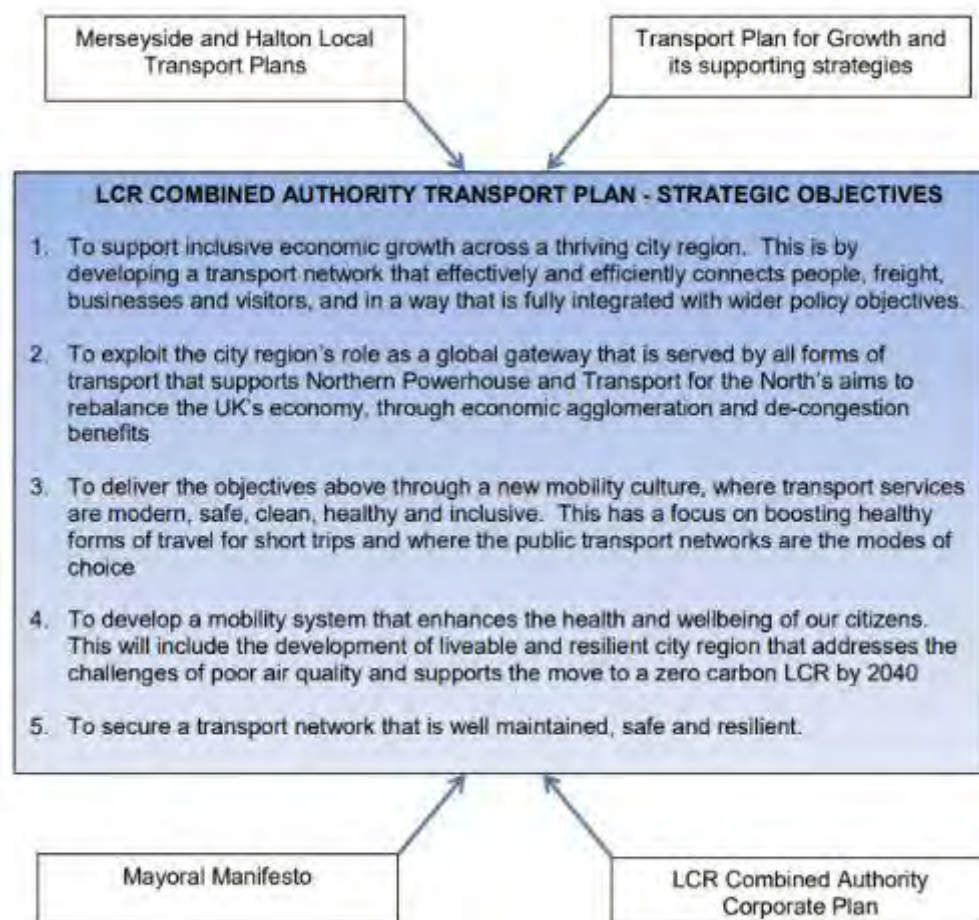
for all, through a transport system that allows people to connect easily with employment, education, healthcare, other essential services and leisure and recreational opportunities”.

- 3.8.3 Both short and long-term aspirations to support the wider regeneration of North Liverpool emerged as priorities for the LCR, with Chapter 5 – ‘The Strategy’ of the LTP3 calling for; *“highway and/or UTC improvements to support commercial, leisure and residential schemes”* with specific recognition of supporting football stadium developments.

3.9 Liverpool City Region Combined Authority Transport Plan (2019)

- 3.9.1 The Combined Authority Transport Plan articulates the Liverpool City Region Combined Authority's (LCRCA's) vision for transport. It focuses on delivery over the short term. It links closely with the city region's Transforming Cities Funding programme, which is part of the Strategic Investment Fund.
- 3.9.2 The transport Plan's core vision is to develop a transport system which:
- is comprehensive, affordable and reliable;
 - is integrated and easy to use;
 - supports the development of new and existing communities;
 - is green, and
 - is healthy
- 3.9.3 The strategic objectives of the Transport Plan are set out in Figure 4 below.

Figure 4: Combined Authority Transport Plan Objectives



Source: Liverpool City Region Combined Authority

3.10 Liverpool City Region Local Journeys Strategy (2018)

3.10.1 The Local Journeys Strategy presents the Liverpool City Region Combined Authority's framework for guiding the development of services and infrastructure that supports sustainable short trips across the City Region. The Strategy assists the City Region in delivering its aspirations for economic growth by supporting the use of low-carbon modes and improving access to jobs and services.

3.10.2 As part of the key objectives for achieving its long-term vision, the plan states that; *"planning and promoting sustainable transport options as part of an integrated approach to development and regeneration can help create the conditions for healthier, happier and more economically productive places where people have a genuine choice about how they get around."*

3.11 Liverpool City Region Combined Authority Local Cycling and Walking Infrastructure Plan (2020)

3.11.1 The LCRCA Local Journeys Strategy (2017 referenced in para 3.10) sets out the drivers and evidence base for increasing sustainable travel in the LCR. The Local Cycling and Walking Infrastructure Plan (LCWIP) demonstrates an implementation plan to support this strategy. The

purpose of the LCWIP is to demonstrate the LCR plan to build a network of cycling and walking routes with the aim of making it more feasible and desirable for people to walk or cycle journeys instead of using unsustainable modes. The LCWIP document details how the plan has been developed and sets out a prioritised programme for its delivery.

3.11.2 Its objectives are:

- Gather information to understand existing patterns of walking and cycling in the LCR and engage with Stakeholders to understand their requirements for the LCR walking and cycling network;
- Develop a walking and cycling network for the LCR that will increase the uptake in active travel by providing routes that are safer, accessible, comfortable, direct, coherent and adaptable.
- Ensure integration of the network with transport and land use planning policies and programmes of the LCRCA and the six Local Authorities;
- Prioritise routes for delivery; and
- Develop an implementation plan for delivery of the network.

3.11.3 The LCWIP sets priority walking and cycling routes for improvements in 3 phases all to be completed by 2029. The routes are identified in Figure 5 below. Beyond the Phase 1-3 routes up to 22 additional routes identified for ongoing network development.

Figure 5: Priority LCWIP locations

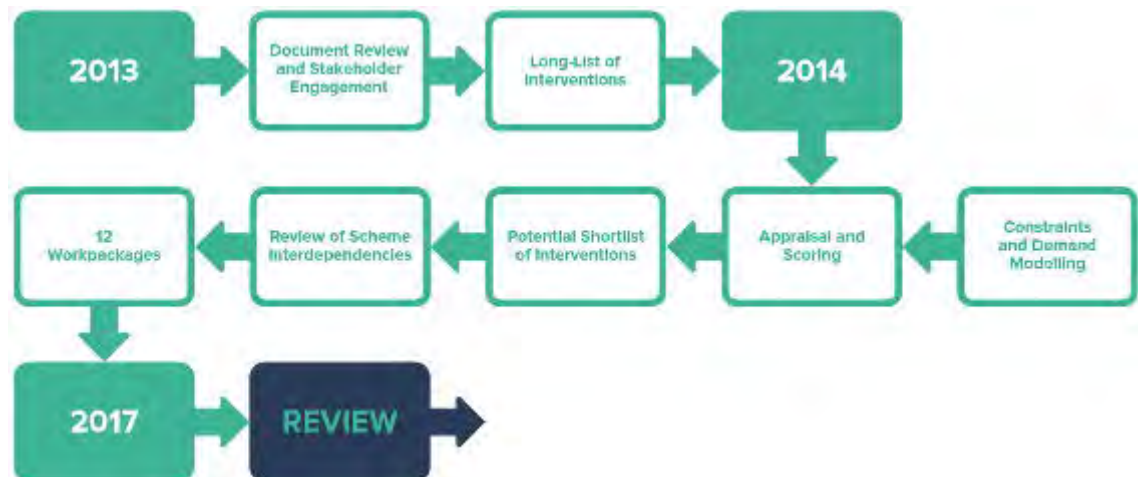


Source: Liverpool City Region Combined Authority

3.12 Liverpool City Region Long Term Rail Strategy (2018)

- 3.12.1 The Liverpool City Region (LCR) Long Term Rail Strategy sets out a “systematic and evidence-based approach to developing the rail network” across the LCR. In short, the strategy presents “an ambitious vision of a network that meets future passenger needs and opens up economic opportunity”, developed via the process summarised in Figure 6.

Figure 6: The Long-Term Rail Strategy Process



Source: Liverpool City Region Combined Authority

- 3.12.2 For the City Region, a range of developments for the rail network are put forward with the aim to ensure the network meets the LCR’s needs over the next 30 years and beyond. Within the committed projects package, the replacement of the current Merseyrail rolling stock, expected to commence delivery from 2020, would see both increased capacity and reduced journey time on the network.

3.13 Merseyside Active Travel Strategy (2011)

- 3.13.1 The Merseyside Active Travel Strategy (MATS) is included within Appendix 6 of the LTP3 and is concerned with walking and cycling, collectively known as active travel.

- 3.13.2 It seeks “to deliver health, economic, low carbon and social benefits through improving the walking and cycling environment, enabling interventions and targeted marketing to incite behavioural change.”

- 3.13.3 Its aims are:

(a) Improving the cycling and walking environment by creating a clear route network, infrastructure improvements and facilities that will encourage a greater number of walking and cycling trips;

(b) To support adults and children to be able to choose cycling and walking by providing enabling interventions and information; and

(c) Behaviour change marketing of active travel modes to raise awareness of, encourage and sustain walking and cycling so that they become the mode of choice for short distance trips.

- 3.13.4 To achieve these aims a number of interventions have been proposed. Those which are of particular interest to the proposed stadium development are:

(a) ensuring the road user hierarchy is used to create safe pedestrian and cycle friendly environments in residential areas and centres;

(d) providing connections between cycle and pedestrian friendly areas to create routes for active travellers;

(l) continuing to provide information in the most relevant and accessible format.

- 3.13.5 The Transport Strategies for the stadium take account of the need to ensure that access to the stadium is walkable and that cyclable. The last mile of most football supporters' journey is always on foot. On match days it will also be important that cycle storage facilities are available for supporters should they choose to cycle. It is also important to consider that for the vast majority of the days of the year there will be no football match or major event at the stadium. There needs to be suitable walking and cycling infrastructure in place so that on these days of lower transport demand staff and visitors are able to walk or cycle to the stadium. As part of Liverpool City Council's 'North Liverpool Key Corridor' works there will be significant pedestrian and cycle infrastructure improvements carried out close to the site. The proposed stadium will therefore be well placed to take full advantage of the improved cycle and walking connectivity proposed to be delivered.

3.14 Guide to Safety at Sports Grounds (2018)

- 3.14.1 The new edition of the Guide to Safety at Sports Grounds forms a distillation of many years of research and experience of the safety management and design of sports grounds.
- 3.14.2 It should be noted that the Guide has no statutory force, instead intended solely as an advisory document for use by competent professionals alongside additional statutory guidance with the principle objective of assessing the safe spectator capacity at a given sports ground.
- 3.14.3 This objective is relayed through guidance aimed at *"ground management, technical specialists such as architects and engineers, and representatives of all relevant authorities, in order to assist them in the assessment of how many spectators can be safely accommodated within a sports ground."*
- 3.14.4 From a transport perspective these calculations may assist in informing the accessibility requirements and provisions and encourages the continued management of these facilities and systems.
- 3.14.5 Chapter 7 of the Guidance Note specifically addresses the access design of sports grounds, detailing considerations for the design and management of ingress/egress routes with a focus on pedestrian accessibility.
- 3.14.6 The new stadium project aims to incorporate this guidance within their solution development process, while the Transport Strategy presented within this TA addresses the management of the stadium access. Pedestrian modelling has been undertaken to refine pedestrian circulation routes inside and around the stadium itself, the local streets outside the stadium have also been included in this modelling work.

3.15 Accessible Sports Facilities (Sport England) (2010)

- 3.15.1 The Accessible Sports Facilities Note comprises Sport England's sports-led development design guidance which aims *"to promote a greater understanding of overall design concepts, an appreciation of technical issues and critical factors that need to be considered in reaching the appropriate solution for a particular project"*.

- 3.15.1.1 Chapter 2 of the note details guidance for optimising the inclusive design process which includes appointing an 'Inclusive Design Champion' and the need to prepare and review an Access Statement to set out how any new developments will address the principles of inclusive design.
- 3.15.1.2 Chapter 3 of the note goes on to provide design guidance for inclusive arrival facilities at new sports-led developments. This includes detailed guidance on the following key transport related aspects:
- Accessible car parking provisions and spatial layouts.
 - Cycle parking.
 - Routes to the facility.
 - External layout and signage.
- 3.15.2 The new stadium design recognises the importance of fully embracing inclusive accessibility and strives to meet accessibility standards set out in applicable guidance. This is acknowledged within this TA and accounted for where possible.

3.16 Summary

- 3.16.1 The stadium design process, as set out in detail in the Planning Statement and Design and Access Statement, which is included in the suite of planning application documents, aligns with and complements many of the policies, guidance and strategies summarised within this Section. It is important to note that the Transport Strategies within this TA seek to ensure that supporters will have a range of transport options available to them on match days. Walking, cycling and public transport form realistic transport options for supporters on match days. On non-match days the site will remain accessible by sustainable transport modes.
- 3.16.2 Several Liverpool City Council transport-based improvement schemes are underway and in the pipeline through the immediate and wider local area. These will significantly improve the connectivity of the site to the wider cycle and walking networks.
- 3.16.3 A review of how the proposed development complies with the appropriate policies is presented within our conclusions in Section 15.

4 Existing conditions

4.1 Introduction

4.1.1 This section provides details of the existing transport provision and conditions in the vicinity of the application site, covering access by road, public transport, walking and cycling.

4.1.2 The section follows each of the following topic areas in turn:

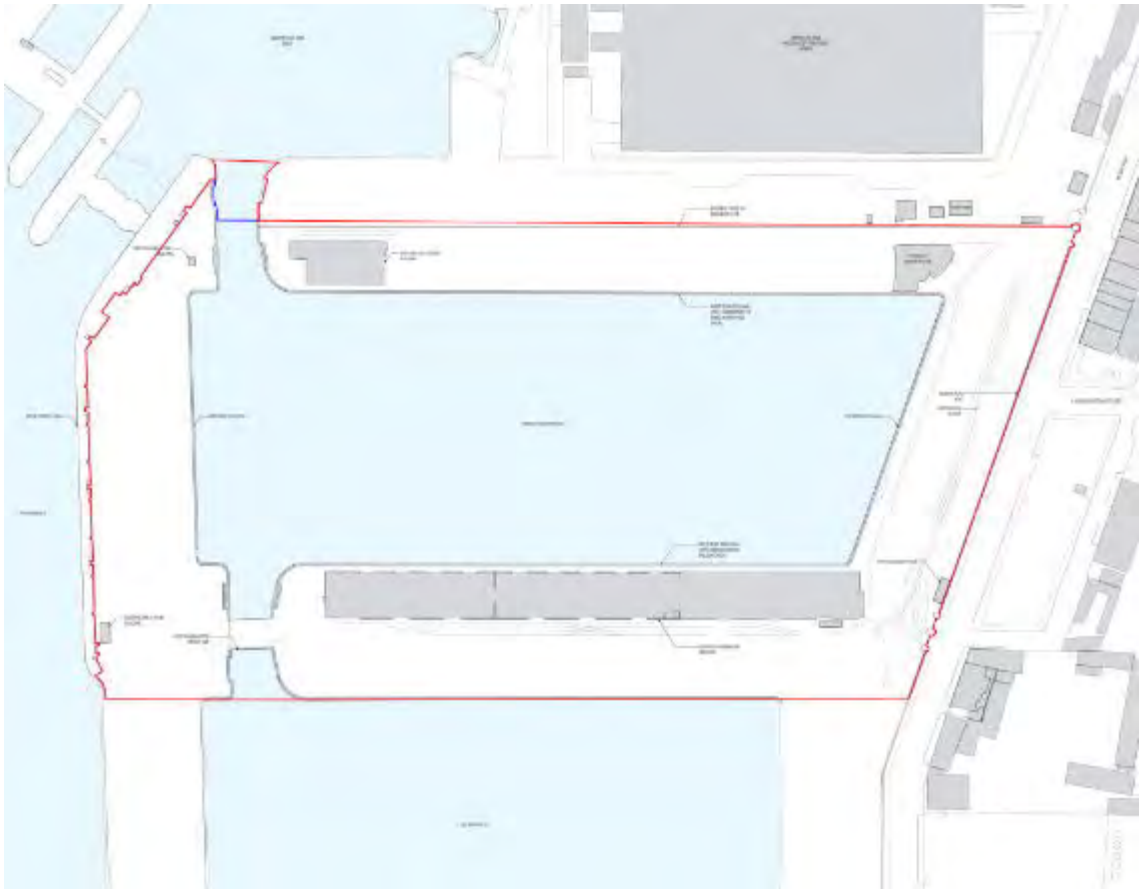
- Existing site uses and context;
- Highway network in terms of local connections, committed highway schemes and an analysis of Road Traffic Collisions (RTCs) in the local area;
- Walking and cycling: existing active travel networks and facilities including an assessment of walk and cycle times from the application site;
- Rail network- a review of accessibility to nearby stations, train frequency and services serving the application site;
- Bus network- an overview of existing bus services in the vicinity of the application site focussing on services on Regent Road, Great Howard Street, Vauxhall Road and Scotland Road;
- Public transport accessibility- analysis of the reach of public transport by journey time from the application site;
- Car parking- analysis of car parking capacity on local streets as well as off-street car parks in the vicinity of the application site.

4.2 Existing site uses and context

Context

4.2.1 The application site is located approximately 3km south west of Goodison Park stadium, the current home of Everton since 1892. The site comprises Bramley-Moore Dock (BMD) and extends to 8.62 hectares. The site is situated in the Vauxhall area of the city. The application red line plan is shown as Figure 7.

Figure 7: Site location plan



Source: Pattern

4.2.2 To the north of BMD is Sandon Half-Tide Dock and Wellington Dock, which accommodates the United Utilities Wastewater Treatment Works. To the east of BMD, on the opposite side of Regent Road, lies a timber retailer, tyre retailer and offices/residential uses. There is a public house, The Bramley Moore, across Regent Road from the southeast corner of the site.

4.2.3 To the south lies Nelson Dock, the connective dock gate to which is sealed with hydraulic connectivity maintained via pipe works/sluice gates. The western boundary of the site is the elevated River Mersey sea wall, which forms a flood defence to the site. To the west of this boundary lies the River Mersey.

Site use

4.2.4 The application site remains occupied by Svitzer. Until recently the site was used for aggregate storage and distribution, operated by Mersey Sands but the lease for this use expired in August 2019.

Site access

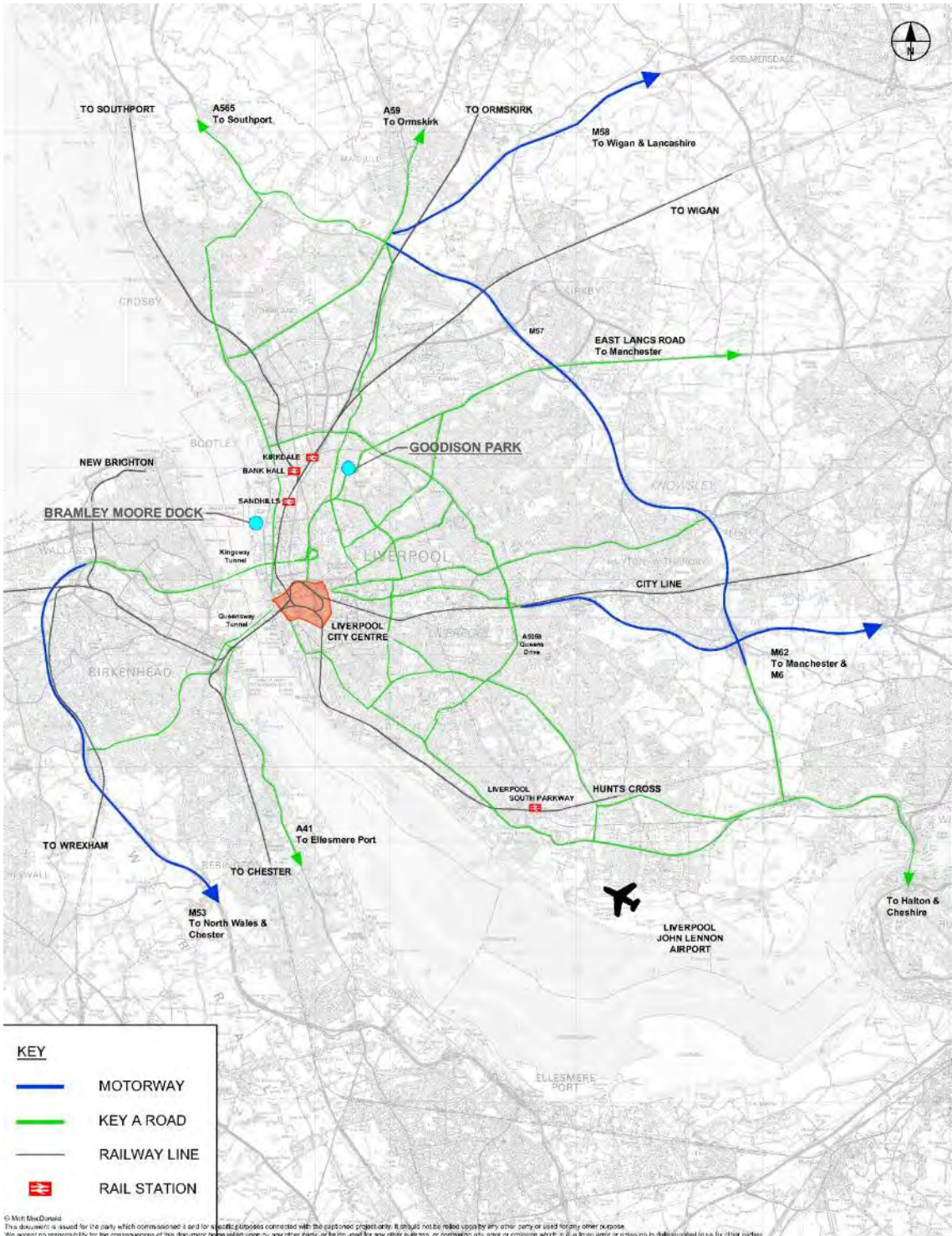
4.2.5 Vehicular and pedestrian access to the dock is via Regent Road which forms the eastern boundary of the site, with the Grade II listed wall located along this boundary, locally known as 'the Dock wall'. BMD is currently accessed through two gated openings in the Regent Road wall at the southeast and northeast corners of the site. At the southeast corner the access is a

turreted double gate entrance consisting of a flanking pair of round towers and a larger central tower. The north-eastern access forms a similar layout however with only the southern part of the access between the large central tower and the southern smaller tower providing access to the site. The opening north of the central tower is closed and under the control of the neighbouring United Utilities plant.

4.3 Strategic transport context

- 4.3.1 The location of Bramley-Moore Dock, in relation to strategic transport connections is illustrated in Figure 8.
- 4.3.2 The site is bounded by Regent Road to the east, with highway access to the city centre provided by the A565 Great Howard Street. The A565 is the key north-south corridor in the area that connects to the city centre and onwards to the M62, and north to the A5036 for access to the M57 and M58. The A565 connects with the A5058 (Inner-city ring road) to the north of Bramley-Moore Dock, which provides connectivity to the wider Liverpool area.
- 4.3.3 The application site is close to Sandhills station, a key Merseyrail interchange that is served by all Northern Line train services. The rail links available at Sandhills station include services northbound towards Southport, Ormskirk and Kirkby. All services southbound run to both Moorfields and Liverpool Central, with services from Southport connecting onwards to Hunts Cross via Liverpool South Parkway. Interchange at Liverpool South Parkway for local bus services also provides a convenient link with Liverpool John Lennon Airport. Interchange to wider national rail services is also possible from South Parkway.
- 4.3.4 Bramley-Moore Dock's location means it is well placed to take advantage of the Mersey Road Tunnels for access to Wirral, Cheshire and North Wales.
- 4.3.5 The position of the site, 1.3km to the north of the city centre and the direct connection to this area via the A565 means that the stadium will be well placed to use the city centre as a transport hub.

Figure 8: Strategic Site Location



Source: Mott MacDonald

4.4 Highway network

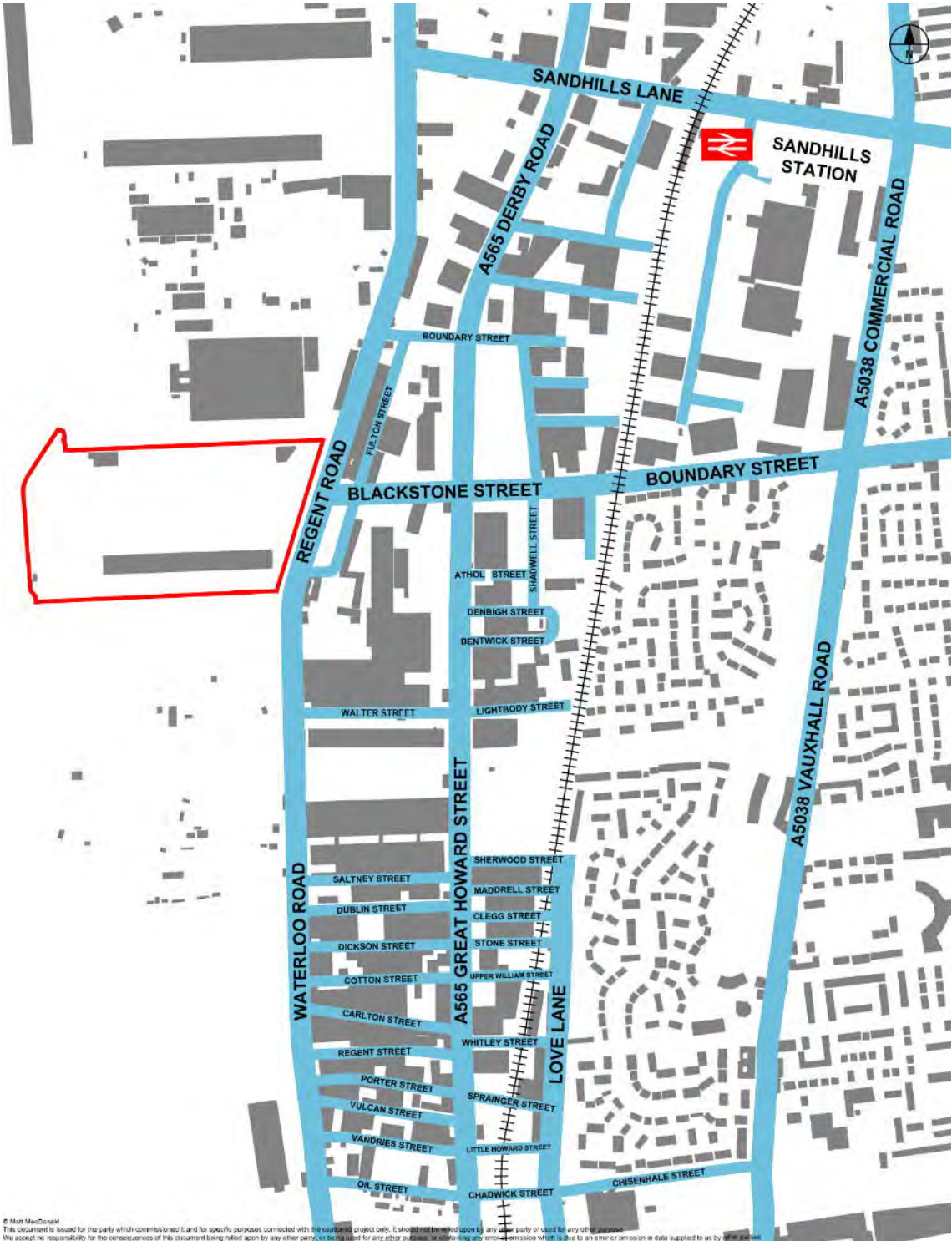
Current provision

- 4.4.1 The application site is well served by the local highway network. Figure 9 and Figure 10 show the site in the context of the surrounding road connections. A series of north-south corridors run to the east of the site: Regent Road, A565 Great Howard Street being the closest. These two streets are connected in an east west direction by Blackstone Street immediately outside the site, Boundary Street to the north and Walter Street to the south.
- 4.4.2 Regent Road (becoming Waterloo Road closer to the city centre) provides a highway connection between the historic docklands of North Liverpool and the city centre. It is a wide single carriageway road with a 30mph speed limit. To the north it terminates at Brocklebank Dock in Bootle and to the south it connects to Bath Street providing access to the waterfront area of the city centre. Due to its direct nature and lack of signal junctions it is often used as an alternative route to the city centre for traffic originating in Sefton (alternative to A565 Great Howard Street). This road is currently undergoing a series of highway improvements focussed on the provision of a continuous off-road cycle route and footway widening as part of the North Liverpool Key Corridors project which is discussed in more detail later in this section.
- 4.4.3 The A565 Great Howard Street (becoming Derby Road to the north of the site) provides the primary route between the city centre and north to Sefton and the A5036. The A565 forms part of the Liverpool City Region Combined Authority's 'Key Route Network' (KRN). The KRN forms a continuous network between 'primary destinations', strategic development sites, and links to the trunk road network. It is a dual carriageway with 40mph speed limit within Sefton. Within Liverpool the speed limit decreases to 30mph and the dual carriageway standard is only present intermittently, forming a four-lane single carriageway in the vicinity of the stadium site and the Ten Streets area.
- 4.4.4 As part of the North Liverpool Key Corridor road improvement scheme, the A565 is currently being upgraded to dual carriageway for the entire length. This scheme is shown in Figure 12 below with further details also provided in the next section.
- 4.4.5 The A565 route links to the A5053 Leeds Street to the south, at the northern boundary of the city centre. The A5053 in turn routes eastwards and provides connection to the A59 from which access to the Queensway and Kingsway Tunnels is possible. Both tunnels provide access to Wirral, with the Kingsway Tunnel linking directly to the M53 for regional connectivity for Chester and Wales. At the A565 junction with A5053 Leeds Street the southern arm of the junction A5036 King Edward Street runs southwards and turns into The Strand a key dual carriageway through the waterfront area of the city centre and providing direct connection towards south Liverpool.
- 4.4.6 To the north, the A565 connects to the A5058 within the Bootle area of Sefton, which is the inner-city ring road which orbits Liverpool city centre and terminates in Allerton to the south (also part of the KRN). The dual carriageway route connects large inner-city suburbs such as Walton, Anfield and West Derby with links to key highway corridors such as the A580 and the A5080 for Edge Lane and the M62. The A565 connects to the A5036 further north which links directly to the M57 and M58 at Switch Island.
- 4.4.7 The A5038 Vauxhall Road is located east of the A565 and runs from the A5053 Leeds Street in the city centre through inner-city suburbs such as Bootle and Kirkdale, before connecting to the A5036 in Netherton. The road is single carriageway in the area close to Bramley-Moore Dock, before then becoming a dual carriageway for the remainder of the route northwards of Walton from the junction with Westminster Road, with a speed limit of 30mph.

- 4.4.8 The A59 (which forms part of the KRN) is the final north-south corridor in the immediate area, running from the city centre northwards to Lancashire via Switch Island. The A59 provides connectivity to both Mersey Tunnels for access to Wirral, with the Kingsway Tunnel providing a direct link to the M53 for regional connectivity via the SRN. The A59 runs through several inner-city suburbs of Liverpool including Walton close to Goodison Park and Aintree.
- 4.4.9 The A59 is dual carriageway for the entire length with a 30mph speed limit for much of the route through local centres in Walton and Orrell Park. The route becomes 40mph in Aintree as it passes Aintree Racecourse and runs to Switch Island.
- 4.4.10 Close to the application site, the A5054 Boundary Street, A5055 Sandhills Lane and A5056 Bankhall Street provide the east-west connectivity that link the site with the strategic north-south corridors that connect the City Centre to large urban settlements and the SRN. The minor east – west roads (including Blackstone Street immediately outside the site and Walter Street to the south) in the area provide access to the range of industrial and commercial uses that are currently in operation in the area around Bramley-Moore Dock. Figure 9 below shows the local context in terms of highway connectivity for the application site.
- 4.4.11 It should be noted that the section of Fulton Street, south of Blackstone Street immediately east of the stadium site and Regent Road does not form part of the Liverpool City Council adopted highway. This is a private road and is gated. The section of Fulton Street to the north of Blackstone Street however does form part of the public highway.

Source: Mott MacDonald

Figure 10: Immediate Road Network



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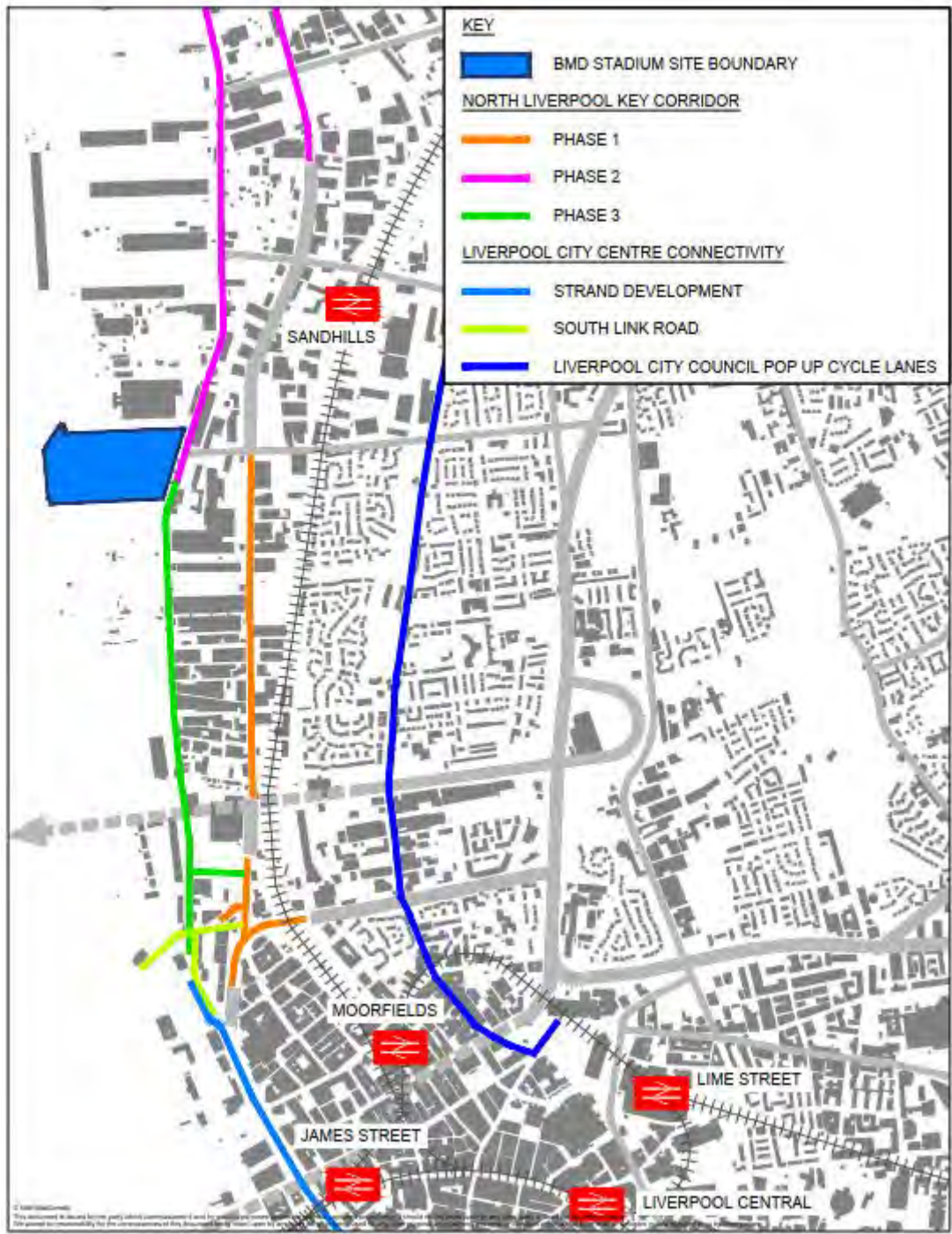
Source: Mott MacDonald

- 4.4.13 Bramley-Moore Dock has good strategic connectivity via road, including to the wider strategic road network as shown in Figure 8. Access to Bramley-Moore Dock with regards to the local road network is also convenient. Notwithstanding the good connectivity of the site by road it is important that travel by sustainable transport modes are encouraged in accordance with existing and emerging planning and transport policy requirements. The good road connectivity of the site should not be to the detriment of sustainable modes and it is essential that the Transport Strategies that will be implemented on match days and event days encourage active modes and public transport. How this will be achieved is set out in detail in Sections 11 and 12.

Planned and ongoing highway works

- 4.4.14 The North Liverpool Key Corridor and City Centre Connectivity highway schemes which are currently being implemented by Liverpool City Council on streets in the vicinity of Bramley-Moore Dock will significantly improve connectivity of the stadium site by walking, cycling and by road. Furthermore, a temporary 'pop up cycle lane' will be implemented by Liverpool City Council in July – August 2020 on Vauxhall Road. This forms part of the City's COVID 19 response, providing temporary new walking and cycling infrastructure to encourage active travel during the health crisis. A plan of the location of the works is shown in Figure 11. Following this a more detailed overview of the works is provided.

Figure 11: LCC Current and planned highway works



Source: Mott MacDonald

North Liverpool Key Corridor

- 4.4.15 Phases 1, 2 & 3 of the North Liverpool Key Corridor scheme are currently under construction. The phase 1 & 2 works will see the A565 route widened to create a modern, fully dual carriageway route between Liverpool and Sefton. The upgrade of the Great Howard Street Bridge and adjoining tunnel is now completed as is the upgrade of the King Edward Street/Leeds Street/Great Howard Street junction.
- 4.4.16 At present the route from the junction at Millers Bridge (A5058), to the junction with Leeds Street (A5053) is being improved to form a continuous dual carriageway between the City Centre and Sefton. This will improve highway safety and ease congestion, improve pedestrian facilities and open up development along the North Liverpool waterfront and to accommodate future Liverpool Waters plans.

Figure 12: Great Howard Street, A565 Road Improvements (Phase 1)



Source: Amey/Liverpool City Council

- 4.4.17 Phase 3 of the improvements as shown in Figure 13, is to improve active travel links to the City Centre and provide a continuous cycle route from the Millers Bridge (A5058) junction, through to the roundabout at Waterloo Road/Princes Parade.
- 4.4.18 This new cycle route will run past Bramley-Moore Dock and improve cycling and walking links to the site. The improvements along Regent Road will see the road carriageway reduced to allow greater space for cyclists and pedestrians. All phases of improvements are scheduled to complete in 2020.

Figure 13: Regent Road Improvements (Phase 3)



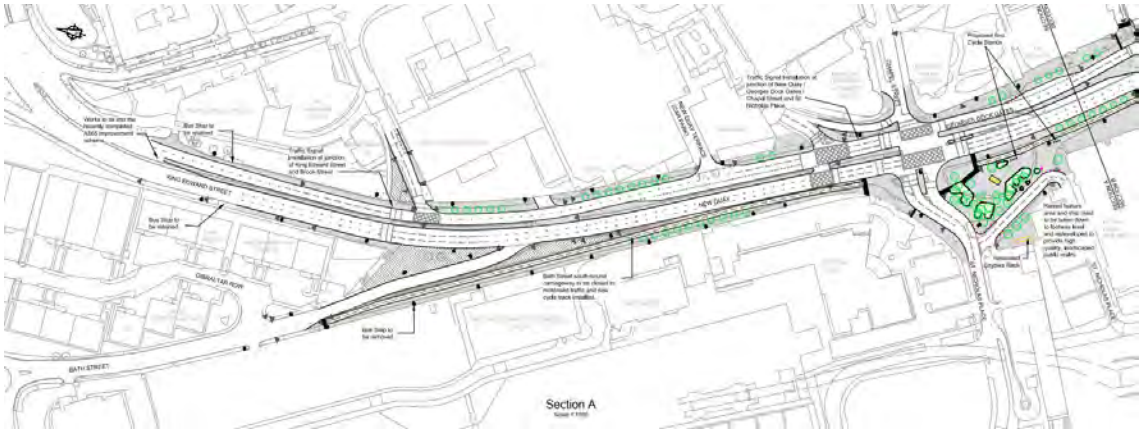
Source: Amey/Liverpool City Council

Liverpool City Centre Connectivity

4.4.19

As part of LCC's City Centre Connectivity works Bath Street will be improved with widened footways and a shared use cycle lane, connecting to the Strand southwards towards the City Centre. Bath Street will become one way northbound for vehicles between the Strand and Gibraltar Row. The Strand itself will be improved with the enhancement of links for pedestrians and cyclists between the city centre shopping areas and the waterfront leisure district by reassigning existing road space. The works at Bath Street and the Strand will be implemented in stages. The latest update provided by Liverpool City Council was that Phase 1 of the works are due to start in site in summer 2020 with the upgrade to The Strand and northbound running on Bath Street. Phase 2 will commence in 2021 with the widening of the footways on Bath Street and installation of the shared use cycle lane. In addition, as part of phase 2 a new Southern Link Road will create a new east – west vehicular and pedestrian link between the A565 and Waterloo Road parallel to Paisley Street. Plans of these works are shown below.

Figure 14: Liverpool City Centre Connectivity Strand Improvements



Source: Amey / Liverpool City Council

Figure 15: Liverpool City Centre Connectivity South Link Road



Source: Amey / Liverpool City Council

Transport benefit of North Liverpool Key Corridor and Liverpool City Centre Connectivity

- 4.4.20 Both Liverpool City Council schemes are due to complete in advance of the club's anticipated stadium opening date of 2023 should planning permission be granted. The schemes will significantly improve pedestrian and cycle connectivity south to the city centre as well as northwards towards Bootle. With the schemes in place a widened footway and a new off-road cycleway will run from Millers Bridge in Bootle southwards past the stadium to the city centre on Regent Road. This will connect to a widened footway at Bath Street where pedestrians can continue towards The Strand via improved pedestrian crossing facilities at William Jessop Way.
- 4.4.21 Between Bath Street and Great Howard Street the 'South Link' will provide a new east-west vehicle and pedestrian connection, the link will run parallel to Paisley Street. The vehicular connection between Great Howard Street and Paisley street will be closed up reducing traffic on Paisley Street and providing a more pedestrian friendly environment. Bath Street will become one way northbound, with the removal of the southbound lane this will provide more road space for pedestrians.
- 4.4.22 To the north the Regent Road cycle facilities will connect to the Millers Bridge Junction which is located in close proximity to the Leeds and Liverpool Canal. The Canal forms an important part of the Sefton and Liverpool Cycle network.
- 4.4.23 The improvements on Derby Road and Great Howard Street will mean that the entire route of the A565 from its junction with A5036 Dunnings Bridge Road and the Port of Liverpool access in Seaforth to Leeds Street on the fringe of Liverpool City Centre will be a high-quality dual carriageway road with a 40mph speed limit. This high-quality route which will have upgraded traffic signal junctions with push button crossing facilities at every key junction. These upgrades will significantly improve road access for vehicles, pedestrians and cyclists to the proposed development site from the north and south.

'Pop Up' Cycle Lane

- 4.4.24 Vauxhall Road to the east of the development site forms part of a Liverpool City Council 'Pop – Up' cycle lane scheme. New 'pop up' cycle lanes are currently being implemented by Liverpool City Council to provide increased sustainable transport capacity in light of the COVID 19 pandemic. The lanes are temporary in nature. Notwithstanding this the intended lifespan of the new infrastructure and the timescale for their removal is not known. It is anticipated that some of the schemes could become permanent.
- 4.4.25 Within the Liverpool City Council boundary, the northern limit of the pop-up scheme is Stanley Road near its junction with Christmas Street where new on street cycle lanes (one in each direction) will be provided. The space for the cycle lanes will be created by removing one traffic lane in each direction from Stanley Road between Christmas Street and the junction with Commercial Road. In this area Stanley Road has two traffic lanes in each direction. It is not expected that the removal of these traffic lanes will have a significant impact on road capacity in the area. Site observations have shown that the nearside lane is often occupied by parked vehicles, in addition bus stops occupy this lane at present. This means that typically only one traffic lane in each direction is used by traffic.
- 4.4.26 South of the Stanley Road / Commercial Road junction the scheme continues on Commercial Road. Cycle lanes are already present on Commercial Road- on street and off street. These are typically between 1.5 and 2m wide. Where they are below 2m wide they are being widened to 2m. Where this takes place, it has only a marginal impact on road width and will not have a noticeable effect on road capacity. Similar works continue southwards on Vauxhall Road without

impacting on road capacity until the southern limit of the scheme at Hatton Garden in the City Centre.

Road Traffic Collisions (RTCs)

- 4.4.27 This section details the Road Traffic Collisions (RTCs) that have occurred within the study area around Bramley-Moore Dock. The analysis identifies hotspots in which clusters of RTCs have occurred in a similar location. The RTC data obtained from LCC covers the most recent five-year period for which data is available, this is between 1st January 2014 and 31st December 2018. The data summarises RTCs resulting in injury as reported by Merseyside Police. The full details of the RTC reports are provided in Appendix A.
- 4.4.28 The study area for the RTC review has been agreed with LCC in scoping and is shown in Figure 16. The area spans southwards from Boundary Street at Bramley-Moore Dock down to Princes Dock. The study area includes the A565 Great Howard Street, Regent Road/Waterloo Road, and several local streets in the Liverpool Waters area. At the south end of the study area, the two junctions with King Edward Street and Leeds Street respectively have also been included. To the north the area includes pedestrian routes that will be taken to catch public transport on match days.
- 4.4.29 As discussed in the last section much of the highway network within the study area is being upgraded in terms of pedestrian facilities and cycle facilities on the two main north – south routes. The A565 is being upgraded to a continuous dual carriageway which will have benefits in terms of road safety. Accordingly, this accident review must be read in this context in that the road network is being improved beyond the form it was in when the RTCs in this review took place.

Figure 16: RTC Analysis Area



Source: Mott MacDonald

Road traffic collisions on the local highway network

- 4.4.30 In total, 68 RTCs were recorded on the highway network within the study area during the 5-year period. Of these incidents, 52 resulted in slight injuries, 15 resulted in serious injuries and 1 resulted in a fatality.
- 4.4.31 The fatality resulted from a single vehicle collision with a pedestrian on the southbound exit of the Great Howard Street/King Edward/Leeds Street junction. Since the incident occurred in September 2015, layout and safety enhancements focusing on pedestrian safety have been introduced at this junction as part of the North Liverpool Key Corridor scheme.

Severity and vulnerable road user involvement

4.4.32 Table 3 describes the number of RTCs per annum including the recorded severity of each incident. Annual RTC frequency is just under 14 collisions per year. Frequency appears to have decreased in the most recent years.

Table 3: RTC Severity Overview by Year

| Year | Slight | Serious | Fatal | Total |
|--------------|-----------|-----------|----------|-----------|
| 2014 | 12 | 3 | 0 | 15 |
| 2015 | 11 | 6 | 1 | 18 |
| 2016 | 15 | 3 | 0 | 18 |
| 2017 | 9 | 0 | 0 | 9 |
| 2018 | 5 | 3 | 0 | 8 |
| Total | 52 | 15 | 1 | 68 |

Source: Liverpool City Council

4.4.33 27 of the RTCs involved vulnerable road users making up 40% of the total recorded incidents. This is broken down as follows:

- Pedestrians: (12/68=18%)
 - Slight: 8
 - Serious: 3
 - Fatal: 1
- Pedal Cyclists: (8/68=12%)
 - Slight: 6
 - Serious: 2
- Motorcyclists: (7/68=10%)
 - Slight: 3
 - Serious: 4

4.4.34 The incidents involving pedestrians and pedal cyclists predominantly occurred at junctions on Great Howard Street and Regent Road/Waterloo Road. Both corridors are to be upgraded as part of the North Liverpool Key Corridor as discussed previously and will feature major enhancements to pavements, dedicated cycle route infrastructure and upgraded pedestrian crossing facilities. This upgrade will improve road safety for vulnerable road users.

Spatial distribution and cluster identification

4.4.35 Of the 68 total RTCs, 56 were recorded at junctions while the remaining 12 occurred on connecting links. It is typical in RTC analysis that the majority of incidents occur at junctions. Table 4 summarises the location of all incidents by junction or link in which locations are ranked by RTC density to identify RTC clusters.

Table 4: RTC locations by severity

| | Slight | Serious | Fatal | Total |
|----------------------------------|--------|---------|-------|-----------|
| Junctions: 56 | | | | |
| Great Howard St / Blackstone St | 7 | 1 | - | 8 |
| Great Howard St / King Edward St | 5 | 1 | 1 | 7 |
| Chadwick St / Pall Mall | 5 | - | - | 5 |
| Pall Mall / Leeds Street | 5 | - | - | 5 |
| Waterloo Rd / Paisley St | 4 | - | - | 4 |
| Regent Rd / Blackstone St | 2 | 1 | - | 3 |
| Great Howard St / Dublin St | 3 | - | - | 3 |
| Great Howard St / Chadwick St | - | 3 | - | 3 |
| Great Howard St / Walter St | 1 | 1 | - | 2 |
| Great Howard St / Cotton St | 2 | - | - | 2 |
| Regent Rd / Fulton St | 1 | 1 | - | 2 |
| Regent Rd / Walter St | 1 | 1 | - | 2 |
| Waterloo Rd / Bath St | - | 2 | - | 2 |
| Derby Rd / Boundary St | 1 | - | - | 1 |
| Great Howard St / Bentinck St | 1 | - | - | 1 |
| Great Howard St / Dickson St | - | 1 | - | 1 |
| Great Howard St / Paisley St | 1 | - | - | 1 |
| Regent Rd / Saltney St | 1 | - | - | 1 |
| Waterloo Rd / Vulcan St | 1 | - | - | 1 |
| Waterloo Rd / Costco Liverpool | 1 | - | - | 1 |
| Bath St / King Edward St | 1 | - | - | 1 |
| Links: 12 | | | | |
| Great Howard St | 1 | 2 | - | 3 |
| Pall Mall | 3 | - | - | 3 |
| Regent Rd | 2 | - | - | 2 |
| Oil Street | 2 | - | - | 2 |
| Porter Street | 1 | - | - | 1 |
| Old Hall Street | - | 1 | - | 1 |
| Total | | | | 68 |

Source: Liverpool City Council

- 4.4.36 The largest cluster of RTCs was observed at the signalised junction at Great Howard Street and Blackstone Street, with 8 incidents recorded within the 5-year period. The majority of these incidents resulted from vehicle shunting and right turn collisions including also one serious single vehicle incident from loss of control.
- 4.4.37 Given the volume of traffic that passes on through the junction (17,500 vehicles on a weekday) this frequency of RTCs is not unusual. It should also be noted that this and several other junctions on Great Howard Street will be remodelled as part of the North Liverpool Key Corridor scheme, including new signal infrastructure and enhanced active travel accessibility at the junction with Blackstone Street.
- 4.4.38 This committed scheme will also see the implementation of a new dual carriageway in place of the existing single carriageway arrangement, connecting south from Blackstone Street to the junction with King Edward Street and Leeds Street. Alongside pedestrian infrastructure improvements along the entire section, this will significantly improve road safety by removing the right turn manoeuvre at numerous junctions along Great Howard Street mitigating over half

of the 14 RTCs along this section that currently involve right turns or pedestrians. The junctions which will have right turns restricted on account of the scheme include Athol Street, Denbigh Street, Bentinck Street, Sherwood Street, Maddrell Street, Dublin Street, Glegg Street, Dickson Street, Carlton Street, Regent Street, Whitley Street, Porter Street, Spranger Street, Vulcan Street, Vandries Street, Little Howard Street, Oil Street and Chadwick Street. Site accesses around this new section of dual carriageway will also have right turn movements restricted, improving safety.

- 4.4.39 With the King Edward Street/Leeds Street junction having also been recently enhanced, the majority of this key north-south corridor within the study area will be fully compliant with current design standards while the works will be subjected to comprehensive road safety audits during design and following completion.
- 4.4.40 Similarly, the road layout of Regent Road and Waterloo Road will be upgraded as part of the committed scheme. The scheme includes the implementation of a dedicated cycle corridor which aims to mitigate the number of incidents involving pedestrians/cyclists along the route.
- 4.4.41 It is considered that the committed road improvements along Regent Road, Waterloo Road, Great Howard Street and Derby Road will bring significant safety benefits to the road, cycle and pedestrian network in the vicinity of the site. These works will be completed in advance of the new stadium opening. It is anticipated that these improvements will result in a reduction in frequency of RTCs in the study area.

Summary

- 4.4.42 The nature and frequency of the RTCs observed within the stated five-year period is considered typical of that for a busy urban network. Any identified collision clusters as well as RTCs involving vulnerable road users will be mitigated against by the significant remodelling of many of the key junctions and links with the study area as part of the committed North Liverpool Key Corridors scheme.
- 4.4.43 As such, this review concludes that the development should not exacerbate any significant road safety issues existing on the local highway network surrounding the site. As such, the proposed development is not expected to negatively impact upon local road safety in the area.

4.5 Walking and cycling

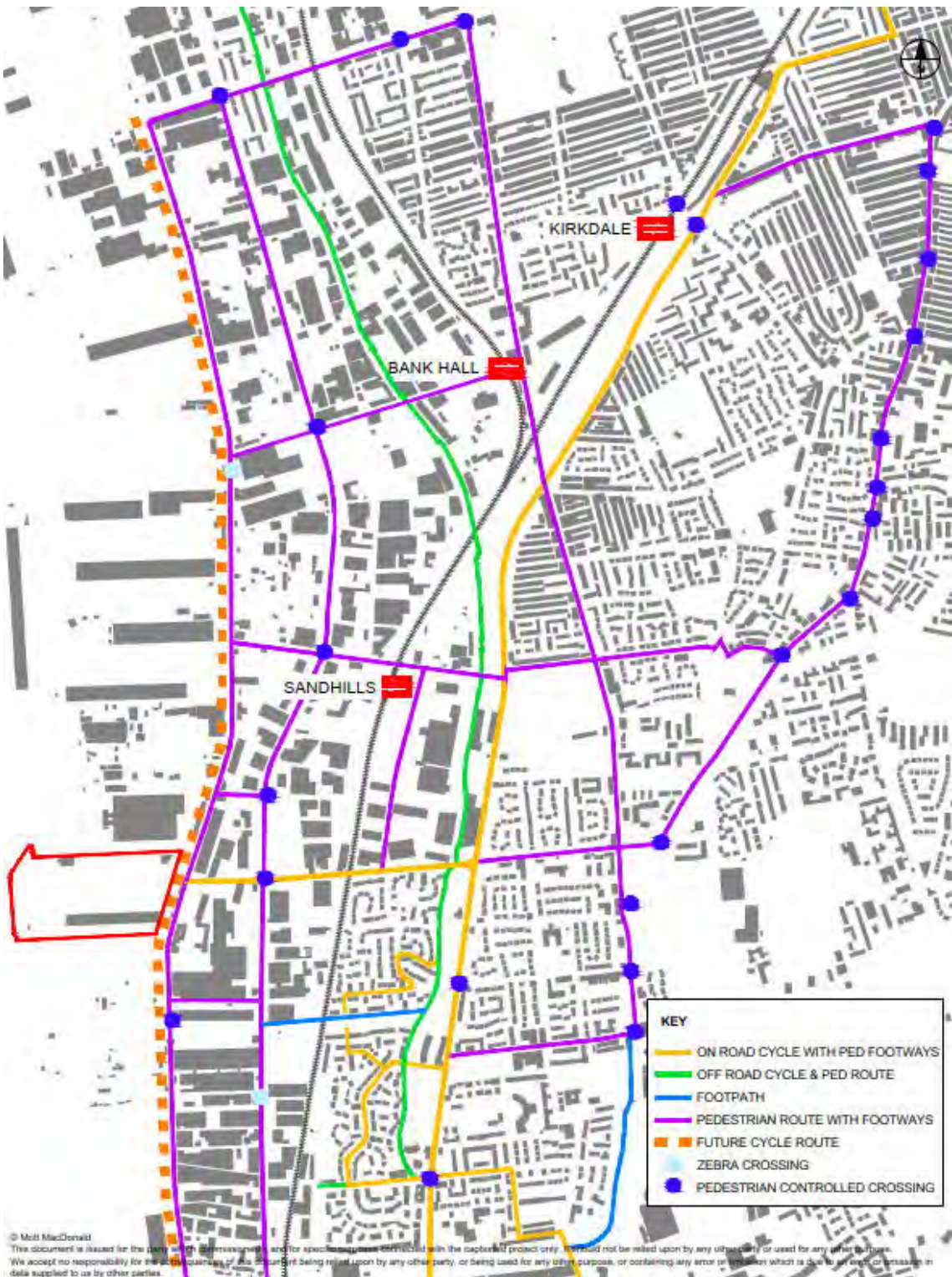
Active travel routes

- 4.5.1 This section reviews the connectivity provided by existing walking and cycling networks local to the stadium. Footways in the vicinity of the proposed development are mostly above the standard 2m minimum width and are currently in the process of being improved. The North Liverpool Key Corridors scheme as discussed previously is scheduled to finish in 2020 and will deliver improvements to walking and cycling connectivity in the area as well as renewing some existing infrastructure.
- 4.5.2 The walking and cycling links to the site are shown Figure 17 and Figure 18. The off-road cycle route in the area is provided via the Leeds-Liverpool Canal, to the east of the application site. An on-road cycle route runs along the A5038 and connects with the Leeds-Liverpool Canal off-road route. Both routes connect northwards to urban areas in North Liverpool and Sefton, with the A5038 route linking to the City Centre to the south.
- 4.5.3 As part of the North Liverpool Key Corridors scheme, a segregated cycleway along the length of Regent Road will be delivered. The scheme designs are shown prior in Figure 13. When

completed in 2020 this route will improve cycling and walking links to the application site reducing the width of the carriageway to allow greater space for cyclists and pedestrians. The route will provide a segregated cycleway connecting the City Centre to the south and, to Sefton to the north for onwards connectivity along the Sefton Coast.

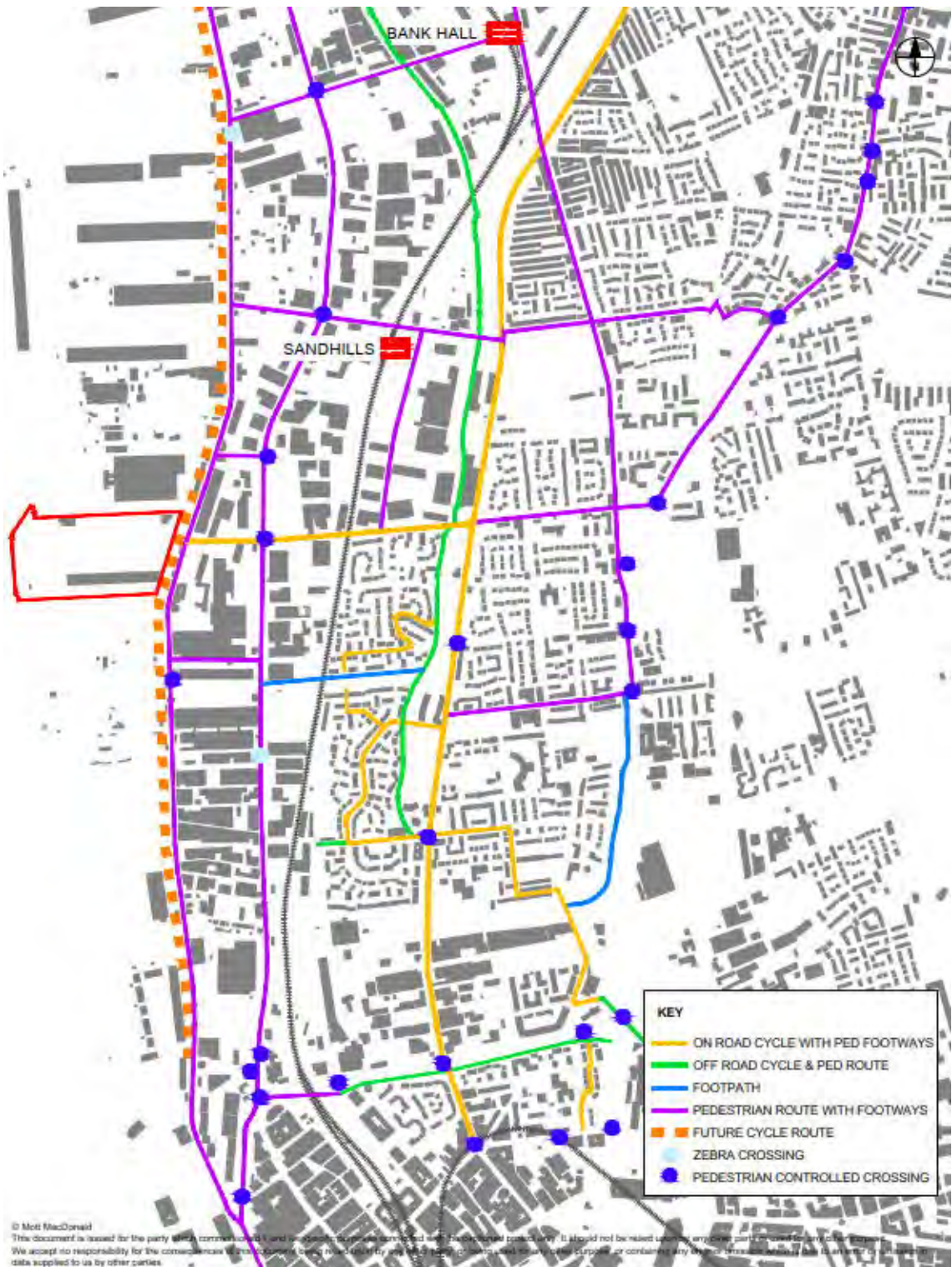
- 4.5.4 As shown in Figure 17, there are several walking routes from the application site to Sandhills rail station, as well as beyond to Bank Hall and Kirkdale rail stations. These walking routes are available both on road along routes such as the A5038 Vauxhall Road/Commercial Road and off-road along the Leeds-Liverpool Canal.
- 4.5.5 There are several pedestrian crossings as well as signalised junctions that feature pedestrian crossing facilities. This enables the safe movement of pedestrians across key highway routes such as the A565, A5038 and further east to the A59. These walking routes to the north support accessibility to the Merseyrail network, bus stops for local services in the area and to several inner-city suburb areas and services such as in Bootle, Everton and Kirkdale.
- 4.5.6 As shown in Figure 18, there are several options for pedestrians and cyclists to travel southwards to the city centre. Both the A565 Great Howard Street and Regent Road have footways which link directly to the city centre, both are currently undergoing a series of improvements as part of the North Liverpool key Corridors scheme, as referenced prior.
- 4.5.7 There are several pedestrian crossings in the area to the south which support safe movements for pedestrians travelling south to the city centre as well as facilitating east-west movement. The residential area of Vauxhall is also well served by active travel links which provides alternative options for pedestrian and cyclist movements to the key highway routes in the area.
- 4.5.8 The A565, A5038 and A59 all connect with the A5053 Leeds Street to the south of Bramley-Moore Dock, which provides access into the city centre. Leeds Street has been upgraded to include an off-road cycle route and pedestrian facilities, this provides a strong connection for pedestrians and cyclists moving from Bramley-Moore Dock to the city centre for recreational uses post-match and to access the city centre for transport connectivity.

Figure 17: Existing Active Travel Routes – North



Source: Mott MacDonald

Figure 18: Existing Active Travel Routes – South



Source: Mott MacDonald

- 4.5.9 In addition to the existing active travel links that are situated in the study area and the improvements that are to be delivered as part of the North Liverpool Key Corridors scheme, there are also the proposed improvements that would be delivered as part of Liverpool Waters. This includes three new north-south active travel routes running continuously through the Liverpool Waters area connecting the city centre to the application site. Further information on the Liverpool Waters proposals is contained in Section 5.
- 4.5.10 New upgraded street lighting will be provided as part of the LCC highway works meaning that new lighting will be installed on Regent Road, Great Howard Street and Derby Road. In addition, MM understands that the lighting upgrade will also include Blackstone Street. Accordingly, the main pedestrian routes to and from the site will be subject to lighting improvements.

Walking and cycling journey times

Walking

- 4.5.11 Figure 19 shows the walking catchment from the application site derived from a journey time analysis across the existing pedestrian network applying an average walking speed of 5 kmph (3.1 mph). It should be noted that this speed varies slightly to the standard walking speed of 4.67 kmph (2.9 mph) used for the car parking analysis contained within this TA. This is on account of the different software packages used to analyse journey times.
- 4.5.12 The analysis provides isochrones in 10-minute walking time bands up to a maximum journey time of 40 minutes. These isochrones were generated using the ArcGIS Online (AGOL) walking times analysis feature before being mapped within ArcGIS 10.6. The AGOL software automatically detects barriers to pedestrians' movements such as motorways or generally inaccessible roads, however, manual checks were also carried out throughout the catchment to ensure accurate indication of accessibility. It should be noted that several other factors could not be accounted for and the analysis should solely be viewed as indicative.
- 4.5.13 It is fair to acknowledge that despite the excellent connectivity, especially when the North Liverpool Key Corridor is completed, there are still some barriers to pedestrian movement which limit the route choices available. Obviously, the River Mersey to the west of the site forms a barrier but to the east the railway line and the Leeds and Liverpool Canal limit the number of east – west connections available.
- 4.5.14 Key headlines highlighted within this analysis include city centre connectivity within a 40-minute walk from the site. The 30-40-minute band covers much of Liverpool city centre, including Liverpool Lime Street, Queen Square Bus Station and Liverpool One Bus Station which provide key rail and bus transport hubs for onward connectivity.
- 4.5.15 For access via foot to the Merseyrail stations in the city centre, James Street and Moorfields fall within a 20-30-minute walk from Bramley-Moore Dock. Liverpool Central is located further south at a similar distance from Bramley-Moore as Liverpool Lime Street, with walking times approximately 30-40 minutes to Liverpool Central.
- 4.5.16 More locally, Sandhills station falls just over the 10-minute walk boundary, providing good local public transport accessibility to Bramley-Moore Dock. Journeys by foot to key wider residential areas are also shown to be viable within a 40-minute walk, especially to those to the north of Liverpool such as Bootle, Kirkdale and Walton.

- 4.5.17 It is clear from the journey time analysis that the site is well placed to take advantage of its location within a reasonable walking time to Liverpool City Centre and other nearby residential areas.

Cycling

- 4.5.18 Figure 20 shows the cycling catchment achievable through the existing cycle network using the AGOL software applying an average cycling speed of 16 kph (9.9 mph). The analysis shows 10-minute cycling band isochrones up to a maximum journey time of 60 minutes. It should be noted that cycling through the Mersey Tunnels is not possible. The journey time plot assumes that a timely ferry journey can be taken for onward cycle travel. We recommend that the Wirral cycle times are not relied upon for journey time planning.
- 4.5.19 It is evident that connectivity to the city centre via cycling is achievable within 20-minutes. This ensures quick connectivity to city centre amenities and key transport hubs for onward connectivity.
- 4.5.20 Local connectivity via cycling to residential areas within 20 minutes includes to Bootle, Walton, Anfield and Kensington. Within a 40-minute cycle time, a large area of suburban Liverpool becomes readily accessible including Aigburth, Wavertree, Aintree and Crosby.
- 4.5.21 It should be noted that on the local streets surrounding the site there is a lack of public cycle parking. However, this reflects the current low activity in the area in terms of active travel and general activity. There is however a Citybike hub within the Titanic Hotel on Regent Road and at Sandhills Station. Citybike is a 24 hour on-street bike hire service, providing bicycles for hire for residents and visitors from an increasing number of automated stations across Liverpool city centre and the surrounding area. The scheme is owned operated and managed by Liverpool City Council.
- 4.5.22 It is considered that the site is located within a reasonable cycle time of Liverpool city centre and other local centres nearby. The stadium is well placed to take advantage of this proximity and of the excellent cycle connections nearby.

Overview

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Walking times from Bramley Moore Dock

- Under 10 minutes
- 10 to 20 minutes
- 20 to 30 minutes
- 30 to 40 minutes
- Bramley Moore Dock
- Key residential centres

Source: Aegis Data, Ordnance Survey

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People's Project

Walking times from Bramley Moore Dock

| Rev | Date | Drawn | Description | Check'd | App'd |
|-----|------------|-------|-----------------|---------|-------|
| 01 | 07/05/2019 | KRe | For Information | CW | KRI |

Scale at A3
1:30,000

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0 0.5 1 1.5 2 Kilometers

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Overview

Cycling times from Bramley Moore Dock

- Under 10 minutes
- 10 to 20 minutes
- 20 to 30 minutes
- 30 to 40 minutes
- 40 to 50 minutes
- 50 to 60 minutes

■ Bramley Moore Dock
● Key residential centres

MOTT MACDONALD
People's Project
Cycling times from Bramley Moore Dock

Scale at A3
1:110,000

0 2 4 6 8 Kilometers

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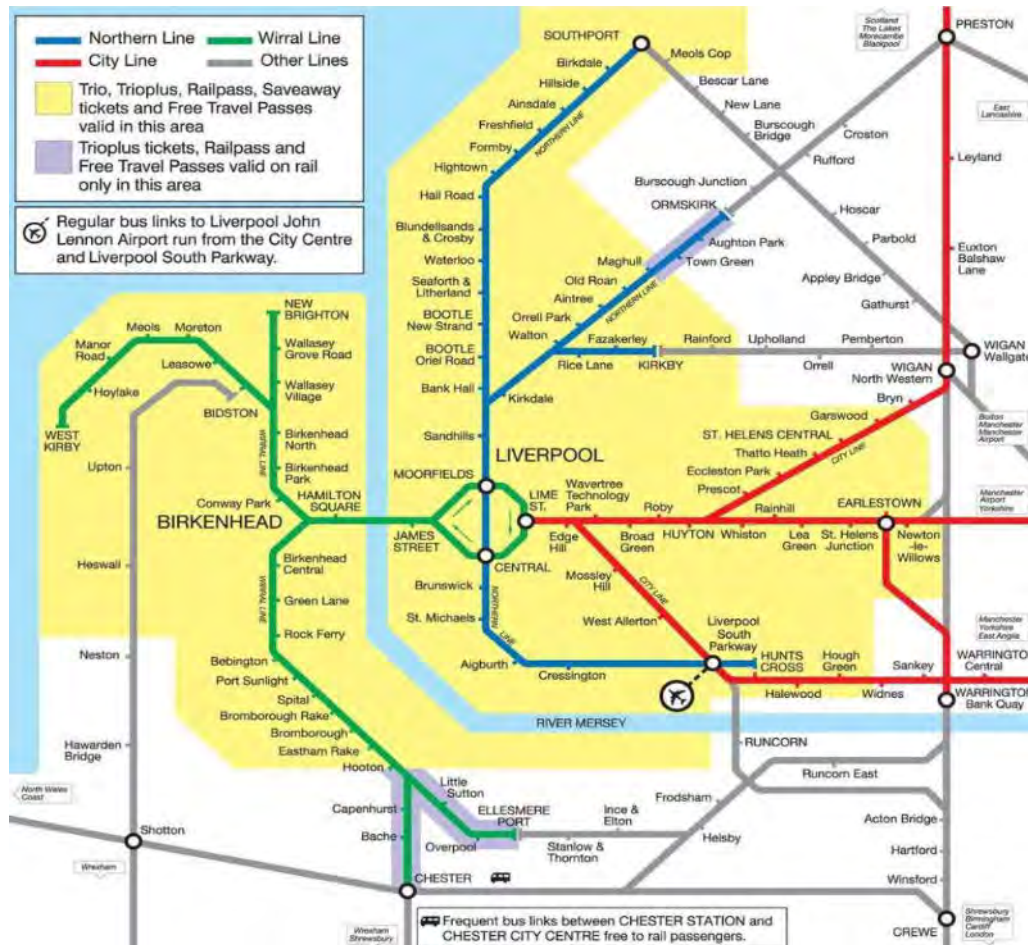
4.6 Rail network

- 4.6.1 In this section an overview of rail connectivity is provided. This includes an overview of nearby rail stations followed by a more in-depth analysis of Sandhills Station, being the closest station to the site. This is followed by rail journey time analysis.

Local Stations and City Centre

- 4.6.2 Sandhills Station is located a 10 - 15-minute walk from Bramley-Moore Dock. The station is situated on the Northern Line of the Merseyrail network between Moorfields and Bank Hall for services to Southport, and between Moorfields and Kirkdale for services to Ormskirk and Kirkby. This is illustrated in Figure 19 below. Sandhills is the closest train station to BMD, located approximately 1km away.
- 4.6.3 Other stations located to the north include Bank Hall (1.9km walk) and Kirkdale (2.6km walk). To the south the next closest stations are the city centre stations: Moorfields (2.3km walk), James Street (2.5km walk), Liverpool Central (3.2km walk) and Liverpool Lime Street (3km Walk)
- 4.6.4 Sandhills' direct services to Southport, Ormskirk and Kirkby provide fast and reliable access to interchange stations for onward connectivity to Wigan, Preston and Manchester. This presents an alternative to travelling via Liverpool Lime Street, and in turn demonstrates the multiple points of rail access available to Bramley-Moore Dock via Sandhills for both local and regional journeys.
- 4.6.5 However, Liverpool Lime Street remains the principal station for the City Region, offering regional and national rail connectivity to a range of destinations across the UK. Direct services operate regularly to Manchester, Manchester Airport, Newcastle via Leeds, Wigan and Preston via St Helens, Norwich via Sheffield and Nottingham, Birmingham, and London. This high level of rail accessibility provided by Liverpool Lime Street is interchangeable with the Merseyrail network for services to Sandhills, via a short connecting walk or rail interchange on the Wirral Line from Liverpool Lime Street to Liverpool Central or Moorfields.
- 4.6.6 Heading south from Sandhills, direct services are available towards the Liverpool City Centre, south Liverpool and Liverpool South Parkway station for connection (by connecting bus) to Liverpool John Lennon Airport. Furthermore, from Liverpool South Parkway train services (which originate at Liverpool Lime Street) to Manchester, Leeds, Birmingham, Chester, Nottingham, Wrexham, Norwich and London can be caught.
- 4.6.7 Services from Sandhills to Liverpool City Centre allow connection to the Wirral Line (via Liverpool Central or Moorfields) for direct services to Wirral (Bidston, New Brighton, West Kirkby, Ellesmere Port) Chester for connecting services towards the wider Cheshire and North Wales areas.
- 4.6.8 Sandhills station is currently supported by the Soccerbus service operated by Peoplesbus. This operation runs from Sandhills station on match days to Goodison Park and Anfield, providing supporters with a direct bus connection between the station and stadium for access in the pre- and post-match periods.
- 4.6.9 Currently, for Everton fixtures at Goodison Park, Kirkdale station (located some 1.7km north of Sandhills) experiences highest demand from supporters travelling by rail. Kirkdale is located 1.1km walk from Goodison Park. More detail on current travel by rail for supporters travelling to Goodison Park can be found in Section 8.4.

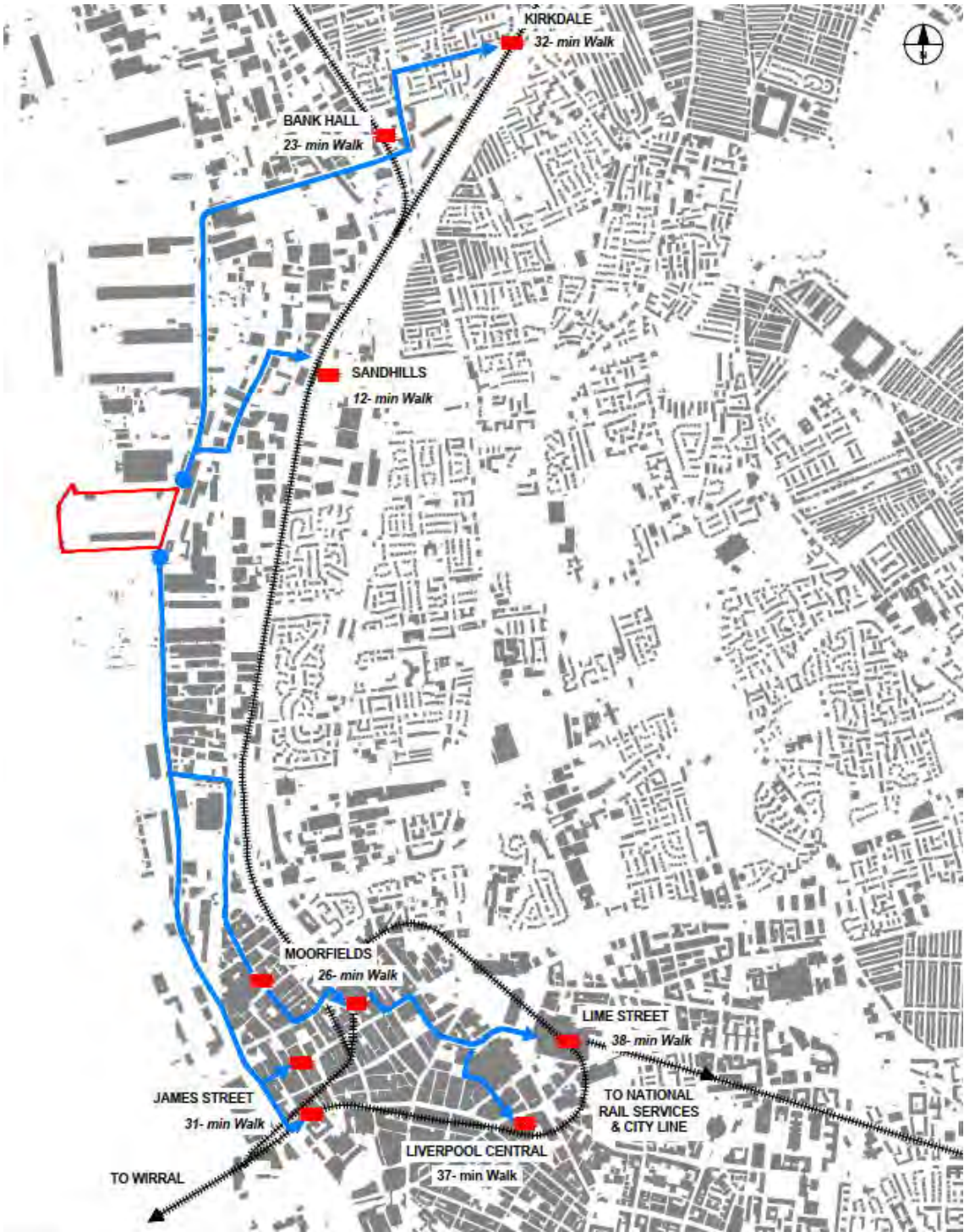
Figure 21: Merseyrail network



Source: Merseyrail

- 4.6.10 Moorfields station is the next station south of Sandhills and provides connectivity to the city centre, particularly to the commercial district and waterfront. Moorfields is also situated on the Wirral Line as part of the loop within the city centre. The loop runs clockwise around the city centre serving Moorfields, Liverpool Lime Street, Liverpool Central and Liverpool James Street before running westwards to Wirral. From Moorfields the loop line runs to Liverpool Lime Street, the key station in the City Region for national rail services as noted previously.
- 4.6.11 The application site accessibility to rail stations in the area is shown in Figure 22, representing the approximate journey times via foot to all rail stations in the area.

Figure 22: Rail Access and Approximate Walking Journey Times from Bramley-Moore Dock



Source: Mott MacDonald

Facilities at Sandhills station

- 4.6.12 Sandhills is fully staffed from 15 minutes before opening (05:44) until 15 minutes after closing (00:16) on weekdays and Saturdays. The opening times on Sundays are from 07:59 until 00:16. No ticket machines are currently available at the station, but there is a height-adjusted staffed ticket office.
- 4.6.13 Passenger assistance is available to all customers, and the station is fully accessible with lifts and ramps. In addition to this, an induction loop is provided for the hard of hearing, as well as disabled toilets and baby changing facilities.
- 4.6.14 Departure boards, announcements and arrival screens are all available at the station. It also offers a customer help point, waiting rooms, and sheltered cycle parking for up to 10 bicycles (which is protected under CCTV surveillance). In addition to this, the rest of the station is also surveyed under CCTV.
- 4.6.15 There are currently no car parking provisions available at the station itself although parking is permitted on street in parts on Sandhills Lane, and surrounds.

Train services at Sandhills Station

- 4.6.16 Sandhills' positioning on Merseyrail's Northern Line means it benefits from direct services to Southport, Ormskirk, Kirkby, Hunts Cross via Liverpool South Parkway and Liverpool Central. A full breakdown of departure frequencies is provided in Table 5 below.

Table 5: Departure frequencies from Sandhills

| Destination | Frequency (Daytime: Weekdays and Saturdays) | Operator |
|-----------------------------------|---|------------|
| Southport | 4 services per hour | Merseyrail |
| Ormskirk | 4 services per hour* | Merseyrail |
| Kirkby | 4 services per hour* | Merseyrail |
| Hunts Cross via Liverpool Central | 4 services per hour | Merseyrail |
| Liverpool Central only | 12 services per hour | Merseyrail |

Source: Merseyrail * - frequency of services reduced to 2 per hour during early morning and evening.

- 4.6.17 In addition to the 8 services per hour from Sandhills which terminate at Liverpool Central, the 4 services per hour from Sandhills to Hunts Cross also call at Liverpool Central. The services to Hunts Cross run via Liverpool South Parkway for connectivity with the City Line and national rail services, as well as local bus services operating from Liverpool South Parkway and providing onward connectivity to Liverpool John Lennon Airport.
- 4.6.18 It should be noted that services on Sundays operate a frequency of half the level stated in Table 5 above, with the exception of summer Sundays which retain 4 trains per hour between Southport and Liverpool Central.

New Merseyrail rolling stock

- 4.6.19 The current Merseyrail rolling stock operating on the network is almost 40 years old. The proposal to build a new fleet of modern, state of the art trains was approved by the Combined Authority in December 2016, with the intention to also upgrade supporting infrastructure, including power supplies, depots and platforms.

- 4.6.20 Merseytravel are currently investing over £400 million into the 52 new trainsets which are being specifically built for the Merseyrail network. The fleet is expected to be fully operational by the end of 2020, before the forecasted opening of Bramley-Moore Dock in 2023.
- 4.6.21 The new trains are expected to be safer than the current fleet, most notably in the ease in which people can board/alight. Upon stopping, a platform will slide out between the carriage and the platform, significantly reducing the gap between the two. In addition to this, a traffic light system will instruct passengers when to board to reduce conflict between passengers boarding and alighting. Furthermore, there will be no partitions between carriages (or the driver's cab), improving passenger visibility and perceptions of security.

Figure 23: New Merseyrail rolling stock - concept image



Source: Stadler/Merseyrail

- 4.6.22 The trains will be able to carry more than 50% more passengers per single unit, albeit with the same number of seats, helping to cater for rising forecast passenger numbers across the Liverpool City Region. The capacity of the single train-sets (four cars as opposed to three cars at present) will increase from around 300 to 486 passengers: 182 seated, 302 standing and space for 2 wheelchair users. As well as this, during peak hours, some trains will run as eight car units (972 passengers), which may also be possible to use to provide a degree of flexibility on match days.
- 4.6.23 Additionally, the new trains will be faster; cutting journey times by up to 10% (which is up to 8-minutes on some end-to-end routes along the network).

Park and Ride from Rail stations

- 4.6.24 It should be noted that 41 of the 67 Merseyrail train stations in the Merseyside area have free off-street parking available. Some of the largest Merseyrail station car parks are listed below:
- Birkenhead North- 670 spaces;
 - Hooton- 418;

- Liverpool South Parkway- 327;
- Maghull- 278;
- Kirkby- 174;
- Ormskirk- 171;
- Blundellsands & Crosby- 100
- Hall Road- 106
- Freshfield-82

4.6.25 Park and ride is well established across the Merseyrail network and will remain attractive for supporters on match days and also for staff and visitors to the stadium on non-match days.

4.6.26 In summary the stadium site is well located for access to the rail network, with Sandhills being the closest station from which travel stopping at all stations to Southport, Ormskirk, Kirkby, Hunts Cross via Liverpool South Parkway and Liverpool Central is possible. Connection to national rail services is possible by interchange at Liverpool Lime Street and to the Wirral via Moorfields. Notwithstanding the proximity to Sandhills: Moorfields and James Street stations in the city centre are located within a 30-minute walk time as is Bank Hall station to the north.

4.7 Bus network

4.7.1 There are a number of bus stops in the vicinity of Bramley-Moore Dock, as shown in Figure 24 below. The bus operators that provide services in the area are primarily Arriva, Stagecoach and Merseytravel. The following section reviews the frequency of services in the area along the four key highway corridors.

Regent Road

4.7.2 Currently, the closest bus stop to Bramley-Moore Dock is located 250-metres north on Regent Road, which is a 3-minute walk. However, only two northbound services stop at this site early on a weekday morning. A breakdown of the routes and frequencies of these services is provided in Table 6 below.

Table 6: Frequency of services serving Regent Road

| Service | Route | Mon - Fri | Sat | Sun | Operator |
|---------|----------------------------------|-------------------|-----|-----|--------------|
| 800 | Speke – Liverpool Freeport | 1 (Departs 06:56) | 0 | 0 | Merseytravel |
| 838 | Hunts Cross – Liverpool Freeport | 1 (Departs 06:34) | 0 | 0 | Merseytravel |

Source: Merseytravel

4.7.3 Given the limited nature of these services, and the time they serve the site, these routes will not be useful for supporters travelling to Bramley-Moore Dock or for staff or visitors to the stadium on non-match days.

Great Howard Street

4.7.4 Along Great Howard Street, the closest bus stop to Bramley-Moore Dock is located 500-metres away via a 6-minute walk along Walter Street, adjacent to Bentinck Street. Only the 136 service stops here which provides a circular service between Bootle Bus station and Liverpool One via Sandhills. Frequency is split into 3 hourly morning services between 0655 and 0855, and then

two evening services between 17:00 and 18:00. The service only runs on weekdays with no services on weekends.

Vauxhall Road

- 4.7.5 Vauxhall Road is situated 950 metres away from Bramley-Moore Dock, an approximate 11-minute walk via Boundary Street. Bus frequency on the Vauxhall Road corridor is much higher than Regent Road or Great Howard Street. A breakdown of these services is provided in Table 7 below.

Table 7: Frequency of services serving Vauxhall Road (per hour)

| Service | Route | Mon-Fri | | | Sat | | Sun | | Operator |
|---------|-----------------------|---------|-----|-----|-----|-----|-----|-----|----------|
| | | Peak | Day | Eve | Day | Eve | Day | Eve | |
| 54 | Liverpool – Thornton | 0 | 2 | 0 | 2 | 0 | 2 | 0 | Arriva |
| 54A | Liverpool – Thornton | 2 | 0 | 0 | 0 | 0 | 0 | 0 | Arriva |
| 56 | Liverpool – Netherton | 2 | 2 | 1 | 2 | 1 | 1 | 1 | Arriva |
| 58A | Liverpool - Netherton | 0 | 0 | 1 | 0 | 1 | 1 | 1 | Arriva |

Source: Merseytravel

- 4.7.6 When combining frequencies, a total of 4 buses per hour call at these bus stops during the day, falling to 2 per hour during the evening. Service 54/A does not operate after 7pm on a weekday or Saturday, or after 5pm on a Sunday. This limits the use of this service for evening football fixtures.
- 4.7.7 Service 56 and 58A run later into the evening, compared to the 54/A service. The final 56 service calls at 23:52 and the final 58A service is at 23:40 northbound and 23:30 southbound. The late operation of the 56 and 58A services make them more appealing for football supporters, however they are not particularly frequent (once or twice per hour) and only serve one corridor (Liverpool to Netherton via Bootle).

Scotland Road

- 4.7.8 The closest bus stop along Scotland Road is located approximately 1.4 km away from Bramley-Moore Dock, a 17-minute walk via Boundary Street. This corridor has the greatest service level and frequencies in the area, with a breakdown of services that use Scotland Road provided in Table 8 below.

Table 8: Frequency of services serving Scotland Road (per hour)

| Service | Route | Mon-Fri | | | Sat | | Sun | | Operator |
|---------|-------------------------------------|---------|-----|----------------|-----|----------------|-----|-----|------------|
| | | Peak | Day | Eve | Day | Eve | Day | Eve | |
| 20 | Liverpool – Tower Hill | 6 | 6 | 6 ¹ | 5 | 5 ² | 3 | 1 | Stagecoach |
| 47 | Liverpool – Crossens | 3 | 3 | 1 | 3 | 1 | 2 | 1 | Arriva |
| 52 | Liverpool – Netherton | 4 | 4 | 0 | 3 | 0 | 2 | 1 | Arriva |
| 52A | Liverpool – Old Roan | 4 | 4 | 2 | 3 | 2 | 2 | 1 | Arriva |
| 55 | Liverpool – Old Roan Station | 3 | 3 | 2 | 2 | 2 | 2 | 2 | Arriva |
| 300 | Liverpool – Southport | 3 | 2 | 1 | 2 | 1 | 1 | 1 | Arriva |
| 310 | Liverpool – Maghull or Skelmersdale | 2 | 2 | 1 | 2 | 1 | 1 | 1 | Arriva |

| | | | | | | | | | |
|----|---|---|---|---|---|---|---|---|------------|
| X2 | Liverpool – Preston City Centre | 2 | 2 | 2 | 2 | 1 | 2 | 1 | Stagecoach |
| X3 | Liverpool – Kirkby/Knowsley Industrial Park | 2 | 1 | 0 | 1 | 0 | 0 | 0 | Stagecoach |

Source: Merseytravel

1. 6 services, reducing to 4 at 19:00, then 2 from 21:25

2. 5 services, reducing to 4 at 19:02, and 2 from 20:16

4.7.9 When combining frequencies, a total of 25 buses call at these stops during the day, falling to 14 during the evening. On a weekday and Saturdays, the last bus calls at 00:09, and 23:28 on a Sunday.

4.7.10 The provision of bus services along Scotland Road is significantly greater than Regent Road, Great Howard Street, or Vauxhall Road, with a greater spread of destinations and more frequent services. The Scotland Road corridor provides the greatest opportunities for supporter travel for matches and major events at Bramley-Moore Dock using local bus services.

Great Homer Street

4.7.11 The closest bus stop along Great Homer Street is located approximately 1.5 km away from Bramley-Moore Dock, a 19-minute walk via Boundary Street. A breakdown of services that use Great Homer Street is provided in the table below.

Table 9: Frequency of services serving Great Homer Street (per hour)

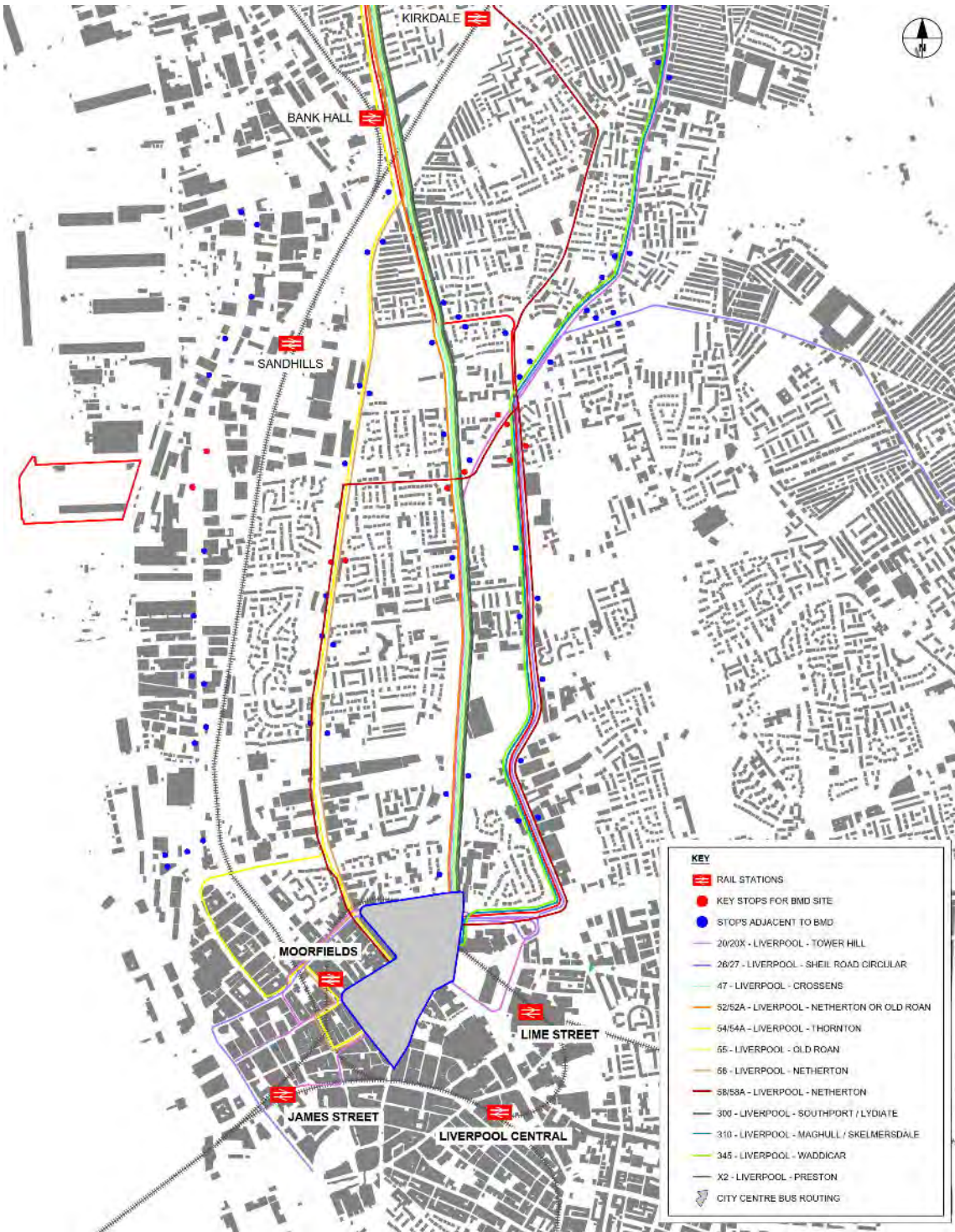
| Service | Route | Mon-Fri | | | Sat | | Sun | | Operator |
|---------|--|---------|-----|-----|-----|-----|-----|-----|-------------------|
| | | Peak | Day | Eve | Day | Eve | Day | Eve | |
| 26 | Liverpool – Sheil Road Circular (clockwise) | 8 | 6 | 2 | 3 | 2 | 2 | 2 | Arriva |
| 27 | Liverpool – Sheil Road Circular (anti-clockwise) | 7 | 6 | 2 | 3 | 2 | 2 | 2 | Arriva |
| 53/53A | Liverpool – Crosby/Thornton | 9 | 6 | 5 | 6 | 4 | 4 | 4 | Arriva/Stagecoach |
| 58 | Liverpool – Netherton | 2 | 2 | 0 | 2 | 0 | 0 | 0 | Arriva |
| 345 | Liverpool - Waddicar | 2 | 2 | 0 | 2 | 0 | 1 | 0 | Arriva |

Source: Merseytravel

4.7.12 During a weekday the corridor is served by 22 buses per hour in each direction falling to 9 per hour in the evening. On Saturday daytime a combined total of 16 buses per hour in each direction serve the route dropping to 8 per hour in the evening.

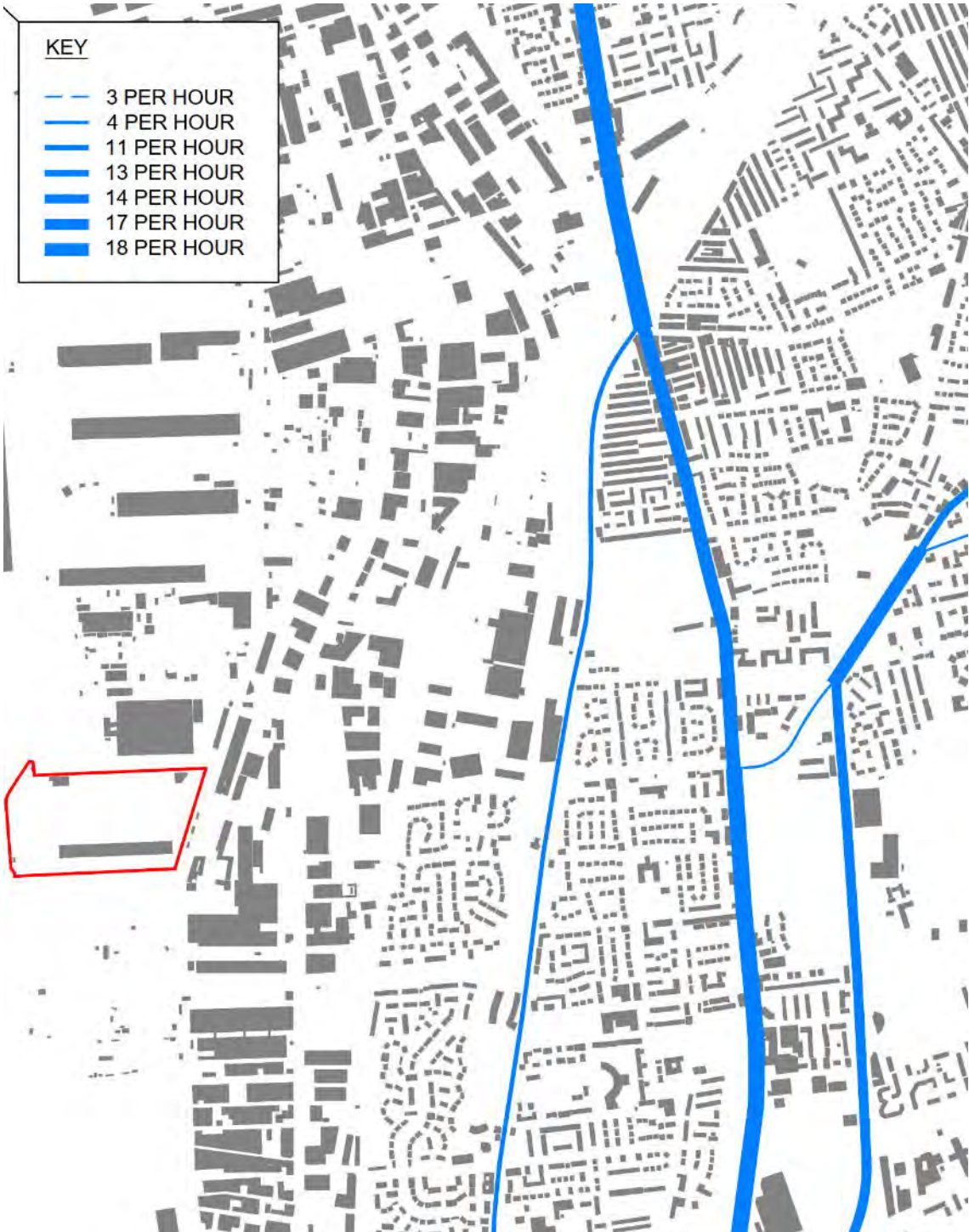
4.7.13 Figure 24 below shows the routes and stop locations of the services as outlined above. The frequencies of all bus services along key bus corridors within the area on a Saturday afternoon are shown in Figure 25.

Figure 24: Bus Routes Serving Bramley-Moore Dock



Source: Mott MacDonald

Figure 25: Bus Frequencies (Saturday PM)



Source: Mott MacDonald

- 4.7.14 In summary the main bus routes in the vicinity of the site are Vauxhall Road (closest bus stop located 950m away or approximate 11-minute walk), Scotland Road (1.4 km away approximate 17-minute walk) and Great Homer Street (1.5km away / 19-minute walk). Although these walking distances may be unacceptable for some under normal circumstances, on match days football supporters are typically prepared to walk much longer distance than an everyday commuter would. We can conclude that this scale of walking distance will be reasonable for a good proportion of football supporters to walk on match days but could be unattractive for staff and visitors to the stadium on non-matchdays.

4.8 Mersey Ferries

- 4.8.1 Mersey Ferries currently operates a commuter ferry service on weekdays between the Pier Head (Liverpool side), and Seacombe (Wirral side). The commuter service consists of 8 round trips between the Pier Head and Seacombe between 07:20 and 09:50 and then 6 round trip sailings between 17:00 and 18:50 when the service stops. The crossing takes approximately 10 minutes. The Pier Head landing stage is located to the immediate south of the Princes Dock outside the 'Three Graces' of the Royal Liver Building, Cunard Building and Port of Liverpool Building.
- 4.8.2 Through the day in the weekday off-peak period the 'River Explorer' service aimed at the tourist and leisure market is in operation between the Pier Head, and Seacombe and Woodside (Wirral side). The round trip takes around 50 minutes and 7 sailings are in service between 10:00 and 16:20.
- 4.8.3 On weekends the River Explorer service is in operation between 11:00 and 15:30 in the winter months with hourly sailings between these times. The service is increased in Autumn and Spring with hourly sailings between 10:00 and 16:30. In the summer months the service is extended further with an hourly service between 10:00 and 18:30.
- 4.8.4 At present, based on information provided by Merseytravel, the ferry service runs significantly below its operational capacity. Notwithstanding this, at the moment the level of service provided by Mersey Ferries is not convenient for those attending football matches. For a weekday evening fixture, a supporter in Wirral could travel from Seacombe to the Pier Head in time for the start of the match- final ferry leaving Seacombe at 18:50. However there would be no return service back to the Wirral available once the game has finished.
- 4.8.5 Similarly, on weekends the level of service is not suitable for football. Only the hourly 'River Explorer' service is in operation which takes around 50 minutes to complete a round trip. For a 15:00 kick off the supporter could catch the ferry from Seacombe or Woodside and arrive in Liverpool in time for the game. However, there would be no ferry service available for the return journey following final whistle back to the Wirral in the Spring, Autumn or Winter months when the football season takes place.
- 4.8.6 We understand that at present there are no proposals from Mersey Ferries to extend the hours of operation or provide more frequent services than those already in existence. It is expected that a new ferry vessel will be in operation by 2022 however this will be a replacement for the existing ferry stock (currently two vessels are in operation- a operational ferry and a standby).
- 4.8.7 We consider that the convenience of cross-river services provided by bus, rail and road are far more attractive for residents of Wirral and indeed the wider Cheshire and North Wales areas than the Mersey Ferry. As there are no plans to extend the ferry service to suit football times, for planning purposes for this Transport Assessment is assumed that for Bramley-Moore Dock stadium all cross-river movements on match-days and event days are made by bus, rail and road.

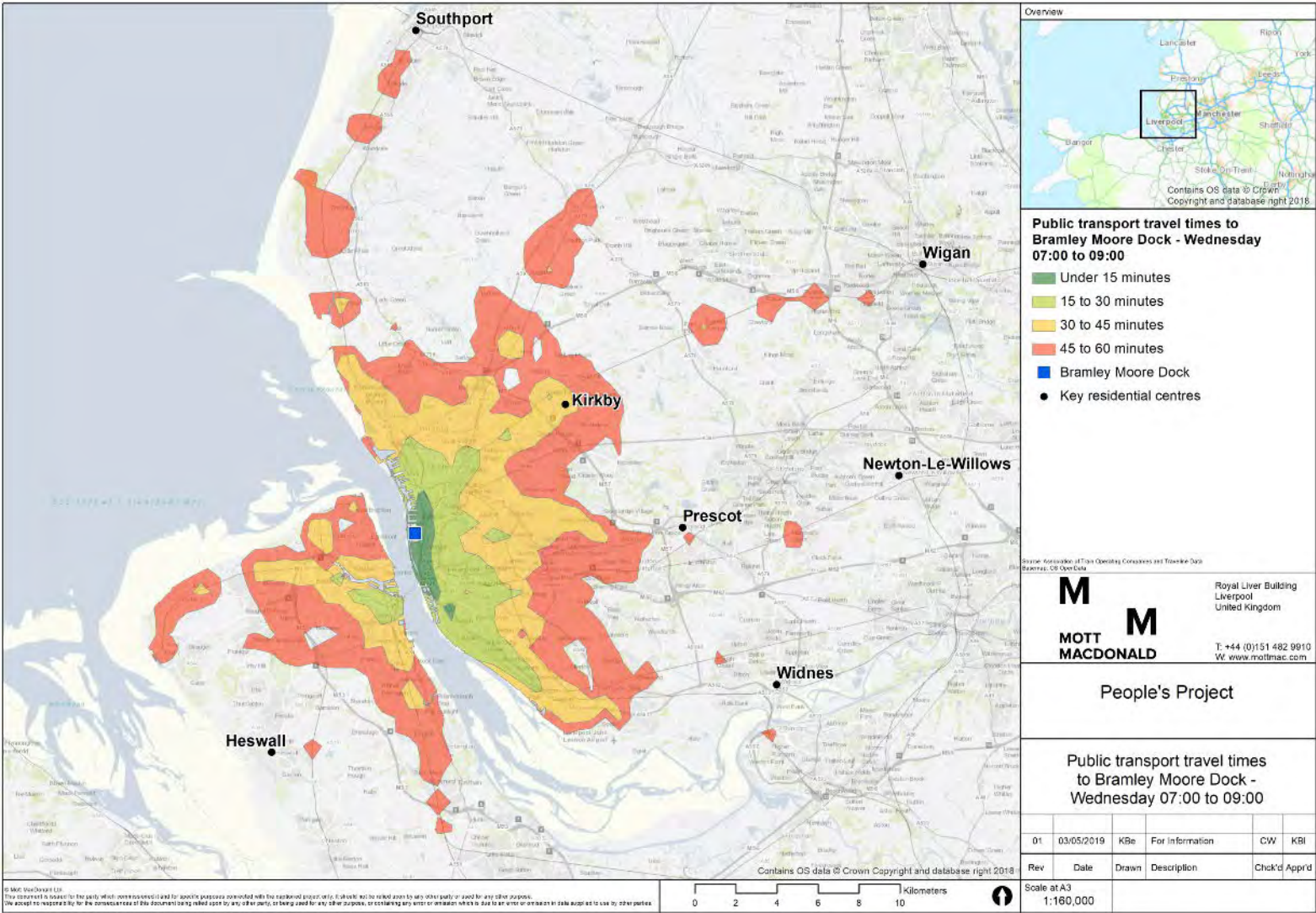
4.9 Public transport accessibility

- 4.9.1 This section considers the expected reach of public transport by total journey time from the Bramley-Moore Dock. The analysis was generated using the TRACC model for the North West region, through importing timetables from the Association of Train Operating Companies (ATOC) and Traveline National Dataset 2019. The resultant accessibility isochrones were then modelled in ArcGIS 10.6. The imported timetables considered the following modes of travel:
- Bus.
 - Coach.
 - National rail.
 - Ferry.
- 4.9.2 The non-match day related weekday peak traffic period scenarios were assessed to first consider general public transport accessibility.
- 4.9.3 The AM and PM commuter peak scenarios of 07:00-09:00 and 16:00-18:00 were assessed on a typical Wednesday to reflect accessibility during the peak periods on the transport network. This is shown in Figure 26 and Figure 27 respectively. The visualisations show 15-minute journey time isochrone bands up to a maximum journey time of one hour.
- 4.9.4 Due to the inclusion of the initial journeys by foot (at 4.8 kph) to Sandhills station and nearby bus stops, as well as a 5-minute interchange penalty, there is limited connectivity within 15 minutes. Subsequently, the majority of Liverpool City Centre only becomes accessible during both the AM and PM peak scenarios within a 30-minute journey time.
- 4.9.5 Within 30 minutes, key local residential areas to the north of Liverpool such as Bootle, Walton and Kirkdale become accessible during Wednesday AM and PM peaks. This area also extends to cover parts of south Liverpool to Aigburth and parts of Wirral around Birkenhead.
- 4.9.6 Trips up to 45 minutes include destinations such as Kirkby, while local centres along key rail lines such as Formby, Ormskirk, West Kirby and Huyton all become accessible within an hour's journey.
- 4.9.7 Several match day scenarios have also been considered to account for fixtures that may be played at certain times during the week. All scenarios consider the post-match period. This period is focussed upon as demand for transport in the post-match period is much more intense than the pre match period build up. Supporters tend to arrive at a more moderate rate before a game than after the final whistle when most supporters depart at the same time.
- 4.9.8 Detail on the typical days and times Everton play home fixtures at Goodison Park in recent years is provided in Section 8.3. Saturday, which is expected to be when the majority of the season's fixtures are played, was subsequently assessed between 17:00-19:00 to account for most Saturday matches expected to kick-off at 15:00. This is shown in Figure 28. Although this scenario shows poorer connectivity within a 15-minute journey, beyond this the coverage is largely the same as that of the midweek PM peak.
- 4.9.9 Several scenarios for Sunday afternoon fixtures were identified to account for post-match egress between 15:00 and 19:00. The purpose of this is to encompass the spread of kick-off times noted from past EFC seasons found to lie between 13:30 and 16:30. The outputs for the Sunday scenarios are provided in Figure 29 and Figure 30.
- 4.9.10 Upon analysis of these figures it is clear there is little variation of any real significance between the two Sunday scenarios. Comparing also to the Saturday catchment, the coverage within a 45-minute journey remains largely the same. However, journey times up to 60 minutes

encompass a greater area on Saturdays compared to Sundays with more stations on the lines towards Wigan and Manchester accessible.

- 4.9.11 To assess the connectivity for post-match weekday fixtures, a Wednesday 21:00-23:00 scenario was used to account for 8pm evening kick-offs. This is shown in Figure 31. Within this scenario there is little difference in comparison with the weekend post-match connectivity.

Figure 26: Public Transport Catchment – Wednesday Morning Period



[illegible]

Figure 28: Public Transport Catchment – Saturday Evening

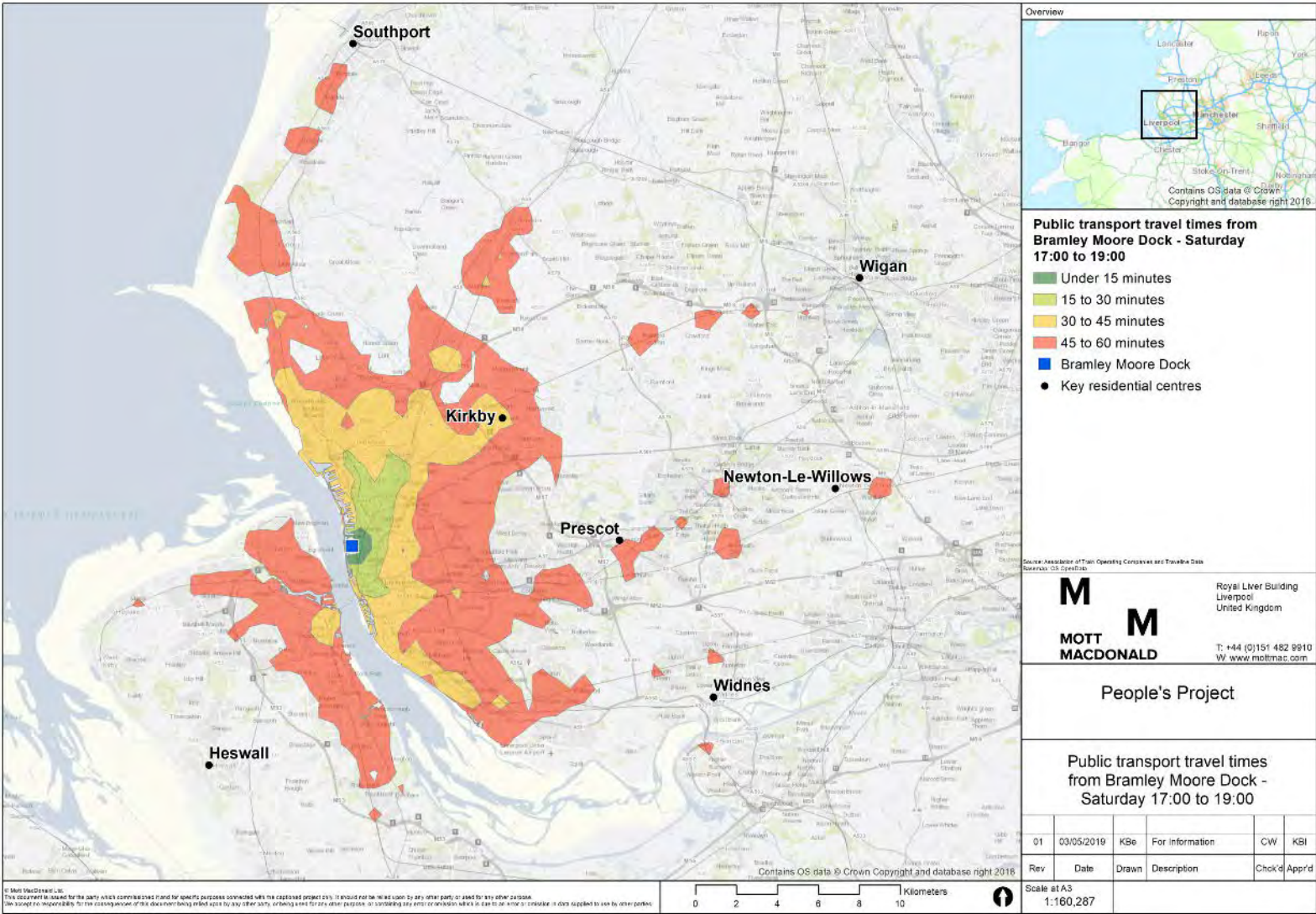


Figure 29: Public Transport Catchment – Sunday Evening

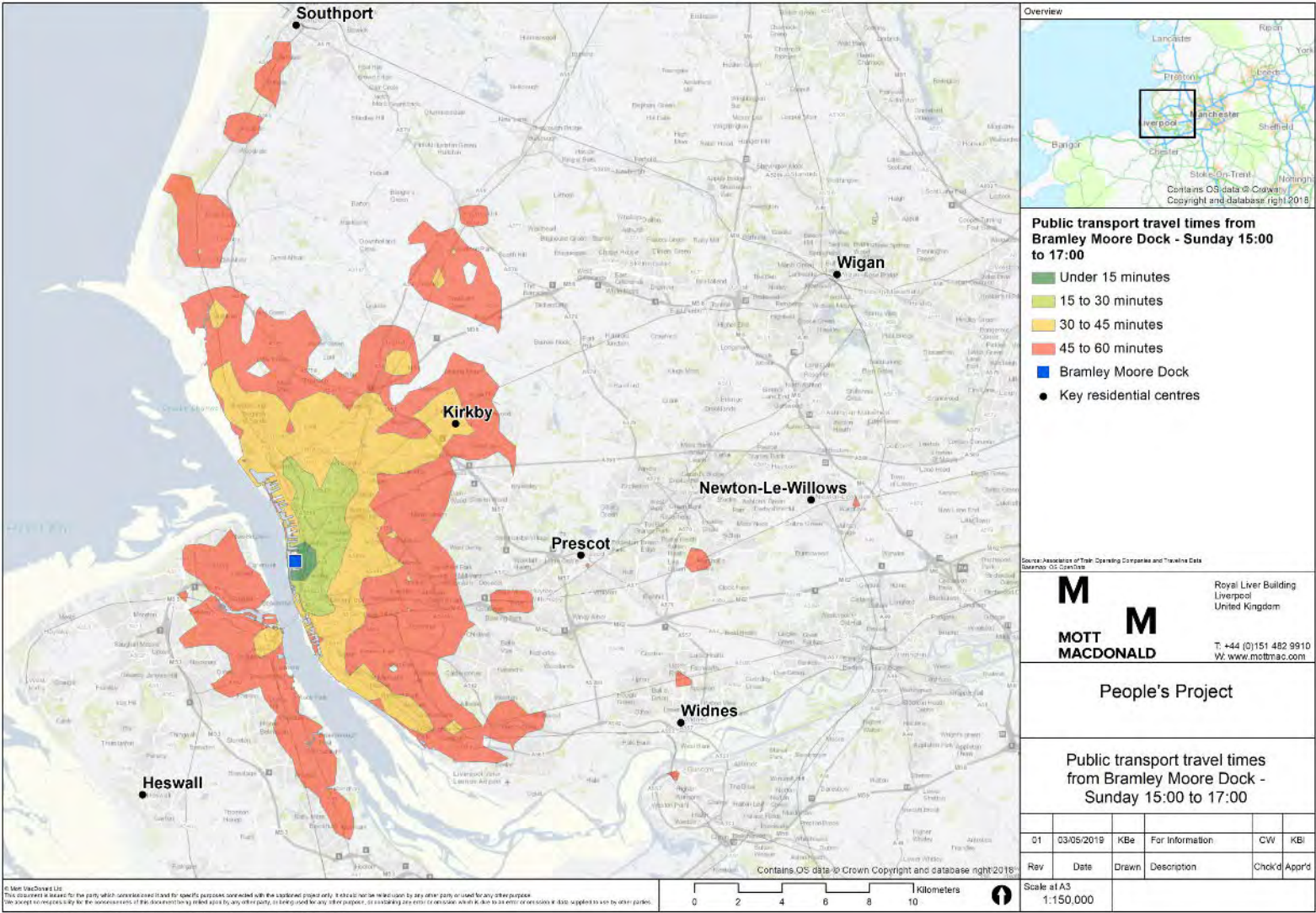


Figure 30: Public Transport Catchment – Sunday Evening

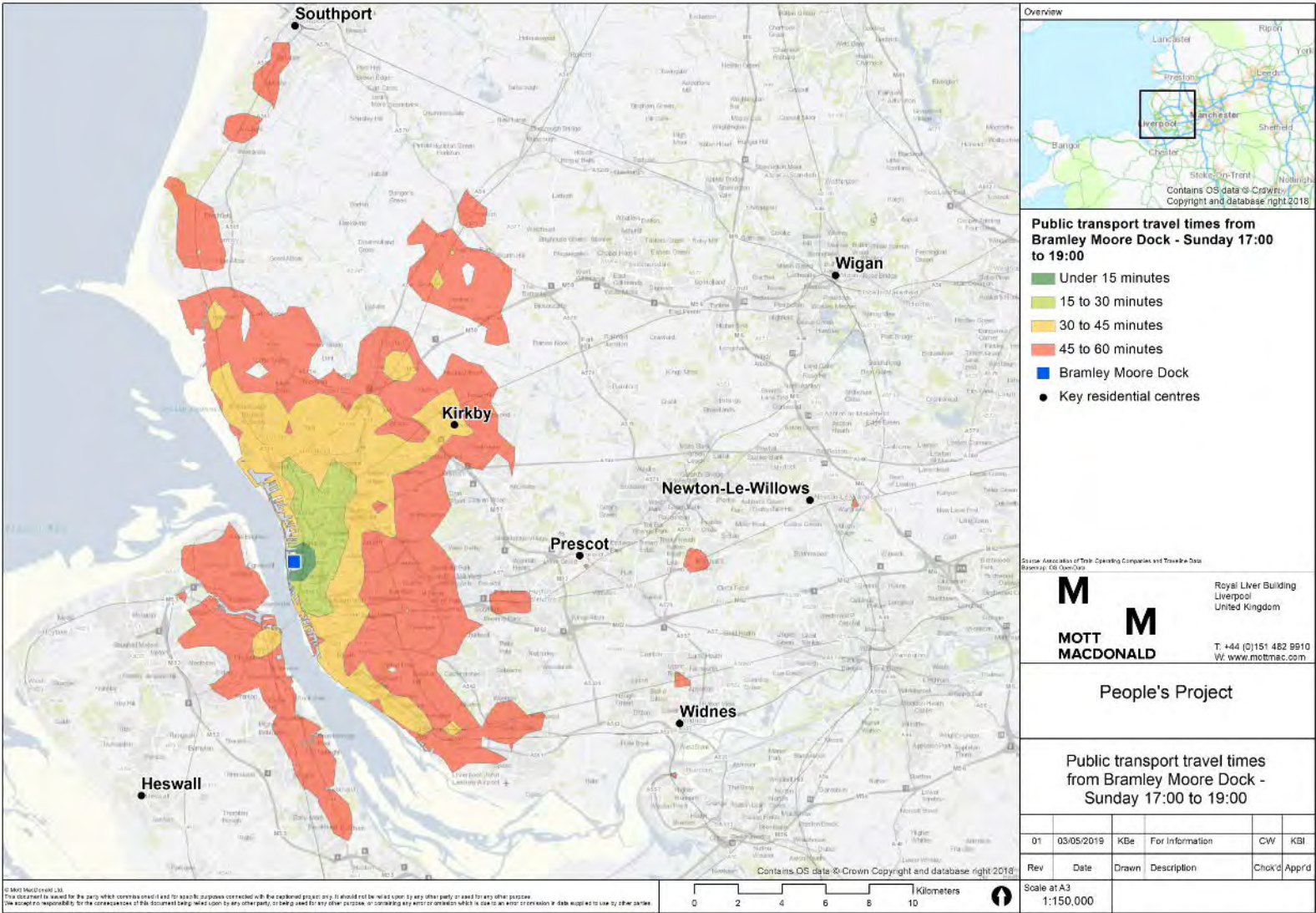
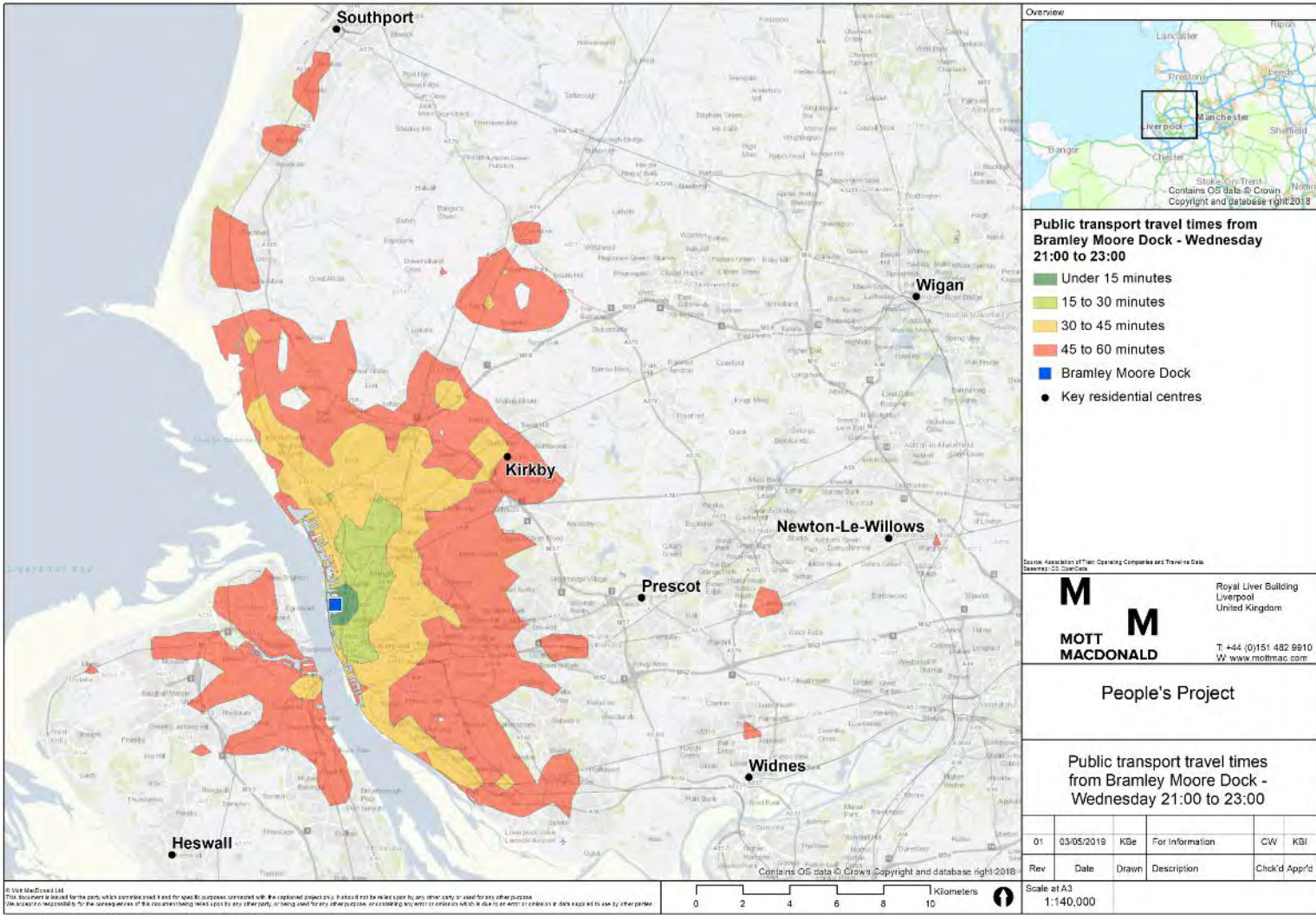


Figure 31: Public Transport Catchment – Wednesday Night



4.10 Car parking

4.10.1 In this section an overview of car parking capacity within the local area is provided. The review includes both 'on-street' and off-street car parking facilities taking into account the various parking restrictions that exist on the surrounding streets.

Current provision

4.10.2 Current parking provision around the application site has been considered up to a 30-minute walking distance which, at an average walking speed of 1.4 m/s¹ (2.9 mph), equates to a walking distance of about 2,500m. This radius has been selected as it represents the area within which a stadium is likely to generate the majority of its parking demand, based on the following:

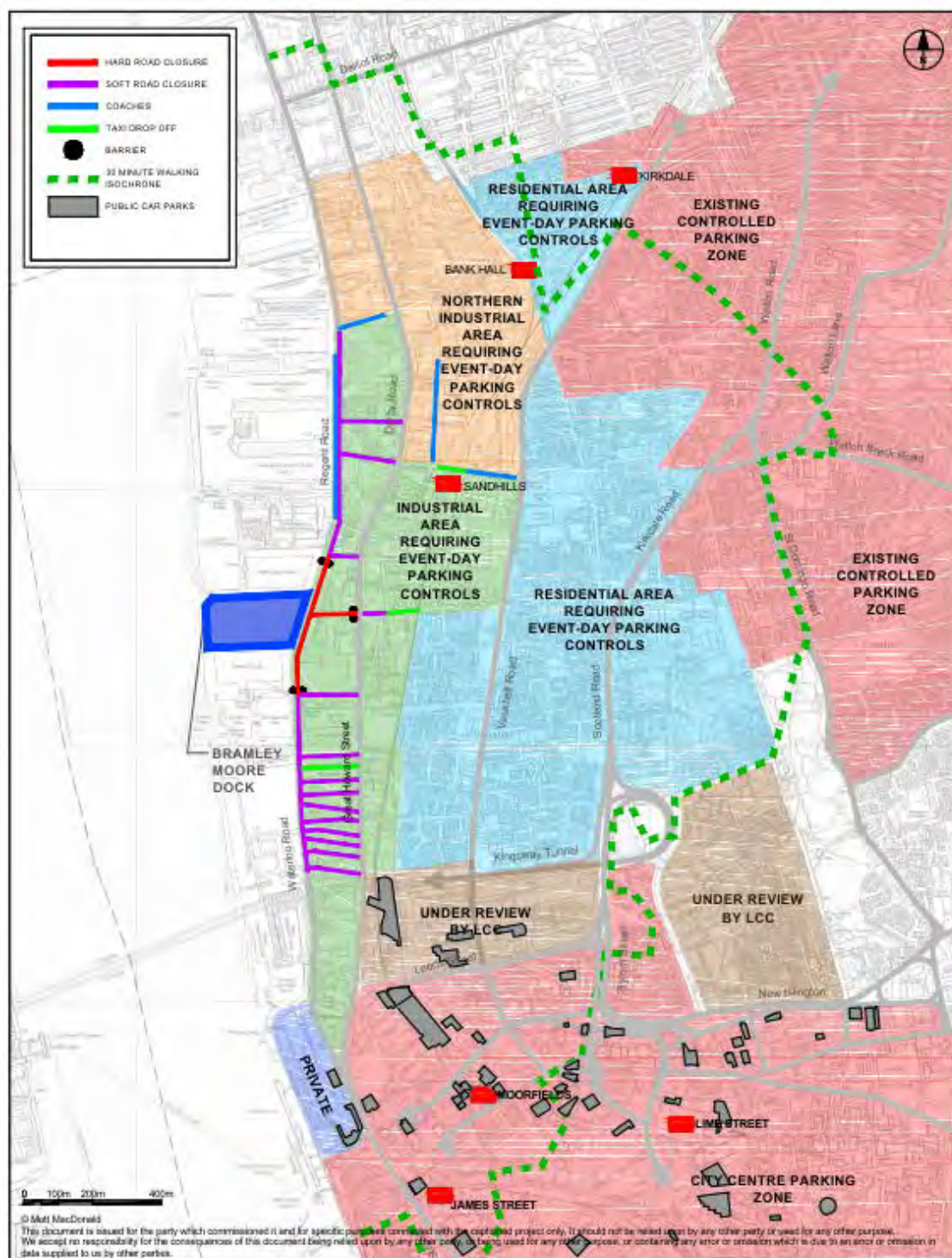
- According to the Institute of Highways and Transportation¹, 2,000m represents a preferred maximum for 'sight-seeing' walking trips.
- The current Football Match Residents Parking Zone (FMRPZ) around Goodison Park and Anfield stadium ranges from a minimum 10-minute walk of these stadia to a maximum 35-minute walk, with most of the area falling within a 20-25-minute walk.

4.10.3 The 30-minute walking isochrone boundary is shown below as dashed green in Figure 32. Within this area, this figure shows:

- The existing FMRPZ around the Goodison Park and Anfield stadiums shown red, where public on-street parking is generally unavailable between 10:00 and 00:00 every day from August to June inclusive.
- The existing city centre Controlled Parking Zone (CPZ) also shown red, where between 08:00 and 18:00 every day public on-street parking is only available in marked bays for a charge and up to a maximum stay of 4 hours.
- Private streets with no available on-street parking shown dark blue.
- Emerging or established residential areas currently being reviewed by the Council for the introduction of parking controls shown brown.
- Primarily residential areas currently without parking controls shown light blue, but which would likely be covered by a new FMRPZ as part of the proposed development measures (see Section 11.5 below for more detail).
- Primarily industrial areas where public on-street parking at event times would not be permitted shown green (see Section 11.5 below for more detail).
- Northern Industrial Area which would require parking controls is shown gold. Limit of parking controls would be the LCC boundary.
- Off-street public car parks where event-time parking would be permitted (subject to operating times), shown primarily in the city centre. Please note private car parks that are not available for extended periods of time or are dedicated to a specific use such as gym or supermarket have been excluded from this study. Such car parks cannot be depended upon for match day or event day use.

¹ Institute of Highways and Transportation, 'Providing for Journeys on Foot', 2000

Figure 32: Parking areas within a 30-minute walk of application site



Source: Mott MacDonald

4.10.4

This figure therefore shows that, at football match and event times and within the 30-minute walking isochrone, supporters would be able to park:

- In limited areas within the FMPZ area shown gold and north of this to the 30-minute walk.
- On-street in marked bays for up to 4 hours within the city centre CPZ for events within zone operating times (e.g. Saturday afternoons).
- On-street in marked bays and on single yellow lines within the city centre CPZ for events outside of the zone operating times (e.g. weekday evenings).
- Off-street in operating city centre car parks.

4.10.5 The following table summarises the theoretical maximum parking capacities of these different parking categories on a weekday evening and on a Saturday afternoon, based on the following:

- Following consultation with LCC Parking Services it has been agreed that parking within the gold area (within the LCC boundary) will be restricted by a new FMPZ. This will deter parking in inappropriate areas such as close to junctions, access points or where vehicles may block the carriageway. Where appropriate and safe to do so, some public bays will be marked out however no public parking will be provided south of Bankfield Street. On-street parking capacity in the gold area continuing northwards to the limit of the 30 minute walk limit is based on the total length of park-able kerb space divided by an assumed 6m length per parked car (the difference between results on a weekday evening and Saturday is due to some single yellow lines being enforceable in one period but not the other).
- The total city centre CPZ single-yellow-line length within the 30-minute walk isochrone has also been divided by 6m per parked car, while the marked bays within this area have also been counted.
- The off-street car park capacities have been derived from Liverpool City Council survey data taken from May 2018 and take account of whether the car park is open in each scenario.

4.10.6 As will be discussed in further detail in Section 10.2 shuttle bus services and taxis will run to the city centre on match and event days as well as trains from the city centre to Sandhills. Accordingly, not all supporters will walk from their cars parked in the city centre to the stadium. We therefore consider it prudent to extend the survey area within the city centre to cover supporters who travel in this way. Table 9 below illustrates both capacity within the 30-minute walk and the extended 40-minute zone.

Table 9: Estimate of total theoretical parking capacity (spaces)

| Parking type | Weekday evening capacity | Saturday afternoon capacity |
|---|--------------------------|-----------------------------|
| Non-CPZ on-street parking (gold area) | 1,513 | 1,508 |
| CPZ on-street bays within 30 mins | 827 | 827 |
| Extra CPZ on-street bays within 40 mins | 55 | 55 |
| CPZ on-street single yellow lines | 529 | - |
| City Centre off-street car parks within 30 mins | 5,299 | 4,184 |
| Extra City Centre car parks within 40 mins. | 3,126 | 3,126 |
| All | 11,349 | 9,700 |

Source: Mott MacDonald

4.10.7 This table shows that the total theoretical capacity for permissible spectator car parking within a 30-minute walk of the application site ranges between about 8,150 on a weekday evening and 6,500 on a Saturday afternoon. Within a 40-minute walk towards the city centre the capacity increases to around 11,350 on weekdays and 9,700 on Saturday. However, these figures do not take account of current usage of these car parking spaces. The actual spare capacity available at event times is considered further in Section 10.2.

Future parking provision

- 4.10.8 The only new car park proposed identified in scoping with Liverpool City Council would be the car park provided at the 'Regent Road Hotel' which includes an 87 space car park directly outside the stadium site (Planning ref. 20F/0217 please refer to Section 6.9). The TA supporting the application sets out that a proportion of the spaces will not be used by hotel guests but will be available to the general public. To make the parking assessment robust this potential parking provision has not been included in the parking capacity figures.

Motorcycle and cycle parking

- 4.10.9 There is little dedicated motorcycle parking in the vicinity of the site. Furthermore, on account of the largely industrial nature of the local area, there is little in the way of cycle parking facilities.

4.11 Summary

- 4.11.1 This section has reviewed the accessibility of the stadium by road, public transport, walking and cycling. It also provides an overview of parking capacity within a 30-minute catchment and local land use. Key findings to take forward to the development of the transport strategy include:
- The site is well located for access by road with good connections to the A565 Great Howard Street and wider strategic routes.
 - Walking and cycling routes in the local area are currently being upgraded as part of LCC's North Liverpool Key Corridors scheme. It is considered that connections to the local walking and cycling network will be of an excellent standard once these works are completed in 2020. It is expected that these changes will bring benefits in terms of road safety as well as convenience.
 - Within a 30-minute walking catchment of the application site there is a maximum capacity of around 8,150 car parking spaces on weekday evenings and 6,500 spaces on Saturday evenings. Within a 40-minute walk towards the city centre the capacity increases to around 11,350 on weekdays and 9,700 on Saturday. Over half of this capacity is located within off street car parks within Liverpool City Centre. These figures exclude areas which are currently covered by parking restrictions and areas which are likely to be covered by parking restrictions once the proposed stadium is built on match days.
 - Liverpool city centre is located within a walk of between 20 and 40 minutes of the stadium site. The northern parts of the city centre including Moorfields and James Street stations on the Merseyrail network are a 20-30-minute walk from Bramley-Moore Dock. The city centre's retail core is a 30-40-minute walk, and this includes key transport hubs such as Liverpool Lime Street and Liverpool Central rail stations, and Liverpool ONE and Queen Square bus stations. This level of accessibility via foot means that the stadium is well placed to use the city centre as a transport hub and make use of the transport and other facilities located there.
 - The location of Sandhills station within a 10 – 15-minute walk means the stadium is well placed for access to Merseyrail's Northern Line with connection by interchange to the Wirral Line Liverpool Lime Street for nationwide destinations. In 2020 Merseyrail's new rolling stock will be put into service, significantly increasing the capacity of current services. The same number of seats will be provided in each train set however standing capacity of each unit will be greatly improved.
 - With regards local bus services on the closest North – South routes to the stadium, Regent Road, and Great Howard Street are poorly served, whereas the most frequent services are available from Vauxhall Road and Scotland Road.

- On weekday nights and Saturday afternoons for football events in these periods public transport connectivity is at a similar level to the weekday evening commuter peak hour.

5 Proposed development

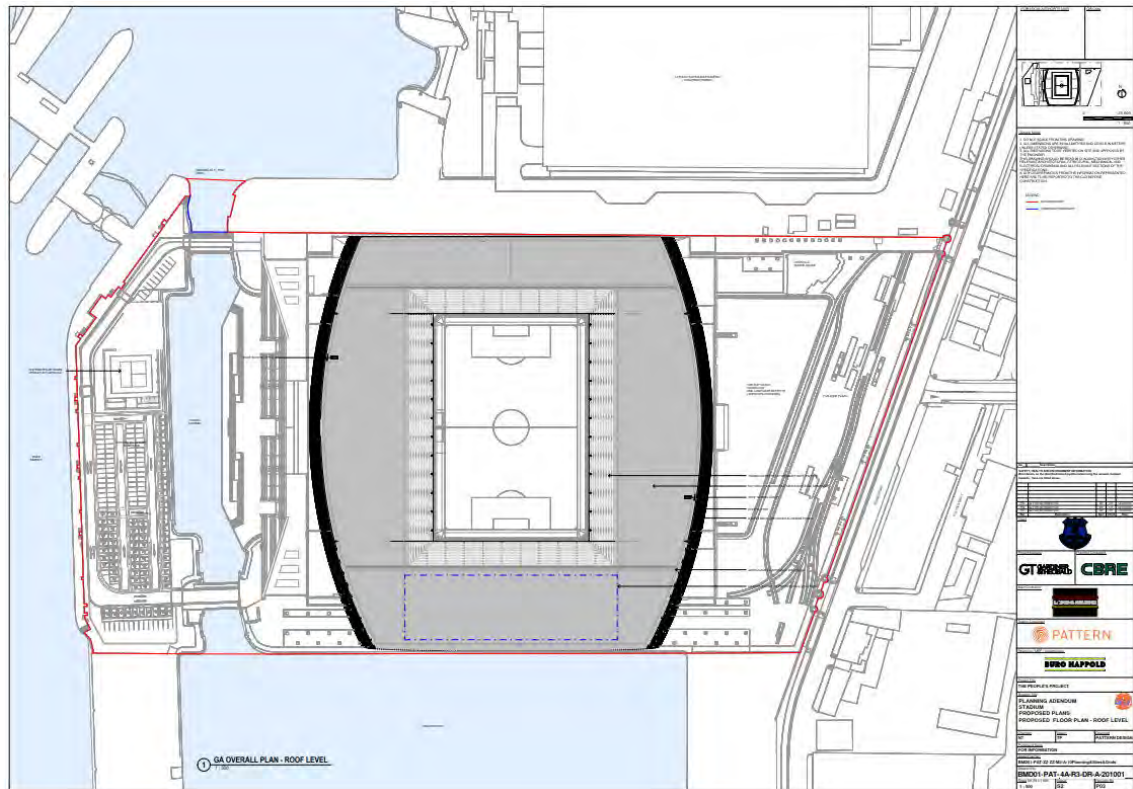
5.1 Introduction

- 5.1.1 The proposed new stadium will have a capacity of 52,888 people on match days. Although its primary purpose is a football stadium some of its facilities such as the club shop and hospitality facilities will be in use on non-match days. Accordingly, the stadium, like Goodison Park now, will attract transport demand when there is no Everton home fixture.
- 5.1.2 The stadium will also have the capability to host non-football events such as concerts and other sporting events. Clearly these other events will only be hosted when there is no potential for disruption to the primary footballing purpose of the stadium. The club envisages there will be a maximum of four such events per year.
- 5.1.3 The way in which the stadium is used, from the general access strategy, number of staff on site and how the stadium facilities will be used will change between match days and non-match days. This section contains the following information:
- General layout- an overview of the general layout of the site is provided;
 - Match day use- an overview of supporter profile, parking, access strategy and staffing for match day use;
 - Non-match day use- an overview of access strategy and staffing for non-match day use;
 - Non-football event use- an overview of access strategy and staffing for event day use;
 - Minimum Accessibility Standard Assessment- A MASA assessment of the proposed stadium in line with LCC Policy;
 - Vehicle tracking- swept path analysis to demonstrate the suitability of the site access junctions and internal arrangements; and
 - Construction- a broad overview of how the stadium is envisaged to be constructed.

5.2 General Layout

- 5.2.1 A plan of the proposed development is shown as Figure 33. A larger site plan is included as Appendix G. All vehicular access is provided directly from Regent Road through the existing 'turret' openings in the Regent Road wall. Pedestrians and cyclists will also use these openings. Three new pedestrian-only openings will be created through the Grade II listed Regent Road wall to increase the capacity available for pedestrians through the wall on match or event days.

Figure 33: Proposed Stadium Plan



Source: Pattern Architects

- 5.2.2 To the immediate west of the Regent Road wall a sizeable 'fan zone' plaza area will be created. This will assist in pedestrian circulation and also create space for food, drink and entertainment on match or event days. The existing Grade II listed Hydraulic Engine Room (tower) will be retained and will function as an exhibition / cultural centre once refurbished. Within this plaza area a small surface car park will be created for non-match day use.
- 5.2.3 All servicing will take place to the north of the stadium where internal service bays will be created as well as internal parking for coaches (team coaches only, no supporter coaches). Car parking will be provided in a surface car park to the west of the stadium, with a small informal short stay parking area in operation in the plaza at the north east corner of the stadium on non-match days. The bulk of hospitality facilities will be accommodated within the western stadium structure.
- 5.2.4 Two vehicle and pedestrian bridges (northern and southern isolation structures) will connect across the proposed water channel to the west of the stadium where a surface car park will be created (149 car parking spaces). This area will also accommodate the Outside Broadcast Compound (OBC) where media vehicles and broadcast HGVs will be accommodated for televised matches or events. Accordingly, on match days and major event days the capacity of the car park will be reduced to 85 spaces.
- 5.2.5 To the west of the surface car park adjacent to the river wall, public realm and circulatory space for pedestrians will be created. Pedestrian facilities are also provided on the west of the car parking area. On match days, on account of match day road closure requirements supporters' vehicles will be parked on site well in advance of kick off. Furthermore, vehicles will not be able

to leave the site for a period following final whistle. This will help reduce the potential for vehicle / pedestrian conflict on match days.

Liverpool Waters Pedestrian Routes

- 5.2.6 In future years, as the consented Liverpool Waters scheme to the south is developed new pedestrian routes towards the city centre will potentially be created. Peel Land & Property, as developer of the Liverpool Waters scheme, is required under the terms of its extant outline planning permission to provide three north – south pedestrian/cycle routes as part of the Liverpool Waters Masterplan.
- 5.2.7 Notwithstanding this, it is unlikely that built development would have come forward on the northern parts of the approved Liverpool Waters scheme by the time the proposed stadium scheme is expected to open (2023). Accordingly, boundary treatments (gate openings) are proposed between the application site and Nelson Dock to the south. In this way, future links will be possible, but ultimately the scheme has been designed (and assessed) to work within the club's ownership.

5.3 Match day use

- 5.3.1 In this section a breakdown of the match day use of the stadium in terms of supporter profile, parking, staffing and access strategy is provided.

Supporter profile and stadium seating

- 5.3.2 For a typical match at the stadium, capacity is set at 52,888. It should be noted that this includes all people who will be seated within the stadium on match days: accordingly, it includes all 'revenue' seats i.e. paying supporters and 'non-revenue seats' such as team benches, officials and media. A breakdown of the broad proportion in which these are split is provided below:
- Standard home seats: 84%
 - Premium seating: 10% (including boxes and hospitality).
 - Away seats: 5.5%
 - Non-Revenue seats: directors, teams, officials press & media: 0.5%
- 5.3.3 It is envisaged that around 3,000 seats will be available for a typical fixture to away supporters. It is acknowledged that the amount of tickets allocated to away supporters will fluctuate depending on the type of fixture (FA Cup, European fixtures) and the figures above are for a typical Premiership fixture. Where there is an increased away supporter allocation this will come at the expense of the home seats and vice versa.
- 5.3.4 228 wheelchair viewing spaces will be provided in the stadium plus 55 wheelchair accessible positions in hospitality areas.
- 5.3.5 As is typical with most Premiership football clubs, supporters with premium or box tickets tend to arrive at the stadium earlier and leave later than most home supporters. As they have access to exclusive facilities and their ticket could include complementary food and drink and events post and pre-match dwell time at the stadium is typically much longer than most home supporters.

Car Parks

Non-match / major event day

5.3.6 The breakdown of the proposed western surface car park (149 car parking spaces) to the west of the proposed water channel for non-match days and non-major event days is set out below. Plans of the proposed parking arrangements are included as Appendix G:

- 71 standard bays;
- 24 electric vehicle charging bays;
- 52 disabled accessible bays;
- 2 disabled accessible / electric bays;
- 4 motorcycle bays.

5.3.7 In addition to the above a small area to the north east of the stadium on the fan plaza will be available for short stay parking. The area will not be formally marked out but will be managed by the club, the area has capacity for around 10 car parking spaces.

Match days & major event days

5.3.8 On match days the car parks will be predominantly occupied by disabled supporters, Club owners / directors, guests and supporters who have purchased a parking space as part of their match day ticket. On match days and major event days some car parking spaces will be occupied by outdoor broadcast vehicles. Accordingly, the car park capacity will be reduced to 85 bays. A breakdown is provided below. Plans of the parking layout are included in Appendix G

- 25 standard bays;
- 6 electric vehicle charging bays;
- 52 disabled accessible bays;
- 2 disabled accessible / electric bays;
- 4 motorcycle bays.

5.3.9 On account of match day road closures implemented close to kick off, and lasting for a time after the final whistle, entry and exit from the car park on match days will be restricted to certain time windows. It will also be necessary close to kick off and immediately post – match that access and egress to parking areas is restricted. This will provide circulation space to pedestrians. This is explored in greater detail in Section 11.3 Match Day Transport Strategy .

Outside broadcasting compound and marked parking bays

5.3.10 It should be noted that the full extent of the proposed 2000m² outside broadcast compound (OBC) will not be required for all fixtures. The area has been reserved based on a European game which typically requires the largest OBC. For the majority of Premiership games and other competitions the OBC space requirements are significantly smaller. In these instances, the 'spare' space will be turned over to car parking including parking for disabled supporters. Accordingly, the match day parking totals here are conservative.

5.3.11 The proposed accessible parking bays will be formally marked out on site. None of the standard parking bays, or bays within the OBC will be formally marked out. Vehicles here will be corralled into the appropriate parking area by staff on site to make most efficient use of space. The parking totals above for standard spaces are based on the 'standard' 2.4m x 4.8m bays. The 95 bays will be unmarked to reduce their impact on the public realm when not in use for car parking.

- 5.3.12 We have agreed with Liverpool City Council in post planning submission consultation that a planning condition should be attached to any approval granted for the development for a parking management strategy. The strategy would set out how on-site parking would be managed on match days, major event days and non-match / non-major event days. This is noted in Appendix M.

Cycle Parking

- 5.3.13 Space for 152 cycles will be provided initially within the site with room identified for expansion by 60 cycles to 212 in future should demand materialise. Of the 152 spaces, 136 of these will be located within the plaza area with 16 on the western quayside of the site beyond the proposed water channel.
- 5.3.14 Of the plaza spaces 30 will be provided within a shelter and will be for the use of staff. 106 other spaces are available to supporters within the plaza. As part of the Match Day Transport Strategy the use of the cycle parking spaces on match days will be monitored. Should the cycle spaces be well used the Club will consider the provision of more spaces. The Club has identified space for a further 60 spaces within the plaza.
- 5.3.15 The number of cycle parking spaces proposed has been informed by the LCC SPD 'Ensuring a Choice of Travel', discussions with LCC and the 2018 Supporter Travel Survey.
- 5.3.16 The allocation of 30 spaces for staff has been calculated using the cycle parking standards in the SPD relating to the non-match day / non-event day uses at the site including the food offer, conferencing facilities, retail, and exhibition / cultural centre space.
- 5.3.17 The allocation of supporter cycle parking (152 spaces) has been informed by the results of the Supporter Survey whereby a proportion of supporters stated they would like to cycle to matches (refer to Section 9). It should be noted that on matchdays should staff cycle parking become full staff may use any of the other noon -staff cycle provision across the site.

Match day activities- Plaza and Fan Zone

- 5.3.18 This will form a key part of the match day experience for many supporters as a place to meet, socialise and be entertained. The use of the fan zone may have some bearing on match day travel habits of supporters, meaning that they will arrive early to the match to experience the fan zone and potentially dwell at the fan zone for a time after the match. The offer available at the fan zone will go way beyond the entertainment on offer at the existing fan zone at Goodison Park.
- 5.3.19 As well as enhancing the match day experience for supporters the fan zone will have the benefit of spreading transport demand on match-day. Some supporters may choose to arrive at the stadium site early to experience the fan zone, whilst other post-match may choose to experience the offer for an extended duration following final whistle.
- 5.3.20 The fan zone is likely to be equipped with the following:
- A stage;
 - A mix of permanent and moveable concession stands offering food, drink, merchandise and other services;
 - TV screens showing highlights and general Everton and football entertainment;
 - Canopies for shelter and seating/table facilities so the fan zone can be used in poor weather;
 - Pop up computer gaming tents; and
 - 'Beat the Goalie' & Junior 5 a side football pitches.

Match day staff

- 5.3.21 On match days at Goodison Park around 1,200 staff are present on site consisting of hospitality, media, hosting & catering, security, police and safety staff. It should be noted that match day staff does not exclusively mean staff employed directly by the Club. Match day staff encompass third party staff and in loose terms means anyone employed to work on match days at the stadium.
- 5.3.22 At Bramley-Moore Dock the Club estimates staffing levels to be around 2,000 people. A breakdown of this is provided below:
- 900 catering staff;
 - 200 Everton FC employees consisting of stadium operations, pitch staff, shop staff, hospitality and fan liaison;
 - 100 external media broadcast and non-broadcast media;
 - 800 staff consisting of stewards, security staff, police and ambulance.
- 5.3.23 The Interim Staff Travel Plan which accompanies this Transport Assessment in the planning application sets out in detail the travel opportunities available for staff, how staff will be encouraged to travel sustainably and how staff travel will be monitored.
- 5.3.24 The media and broadcast staff, as people who will have a seat in the stadium are to some extent included within the 52,888 capacity of the stadium. The majority of staff however, as people who will not have a seat in the stadium to watch the match are additional to the 52,888 capacity.
- 5.3.25 Staff working on match days are required to be on site well in advance of supporters to assist with preparation and management. The majority of staff travel times therefore differ considerably from those of supporters, both in terms of earlier arrival times and later departures, as many will be required to stay behind following matches. Some staff who work exclusively before or after the match may also be travelling in the area during the match itself, which again differs from the vast majority of supporters' travel times and behaviour.
- 5.3.26 Accordingly, staff and supporters typically travel at different times on match days. On non-match days, and non-major event days for the majority of staff standard working hours, and therefore standard commuting times apply.
- 5.3.27 Match day staff will be encouraged to use public transport, walk and cycle on match days. Staff car parking will not be provided at the stadium. Those choosing to drive on matchdays will have a choice of using the Stanley Park car park remote from the stadium where a match day shuttle bus provided by the Club will run. Staff will also have the option of using the existing Princes Dock multi storey car park, within which Everton have purchased car parking spaces or the Royal Liver Building surface car park where the club have a limited number of car parking spaces available.

Match day site access

- 5.3.28 The access strategy for the stadium changes between match days and non-match days. This is on account of the difference in transport demand between these days and the balance in needs between pedestrians and vehicles. Figure 34 , Figure 35 and Figure 36 below illustrate the match day access strategy for the stadium.
- 5.3.29 It should be noted that no servicing will take place on actual match days. All deliveries take place up to the day before each match. All waste will be removed from the site in the days after

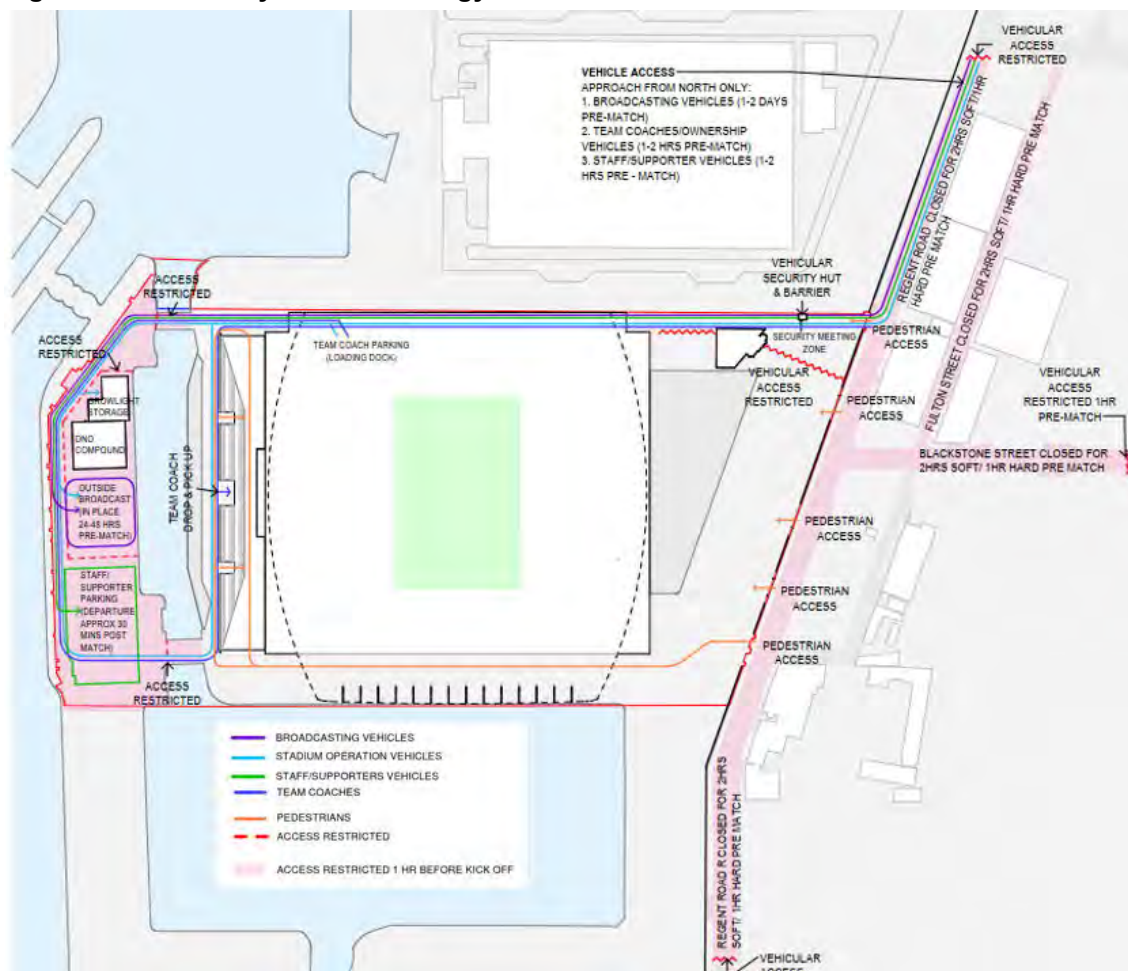
the match. Similarly, media vehicles at the Outdoor Broadcast Compound (OBC) all arrive up to the day before each match. Following the match, they depart the site when safe to do so once crowds have dispersed.

- 5.3.30 Section 11 details the match day transport strategy and explains that because of match day road closures and the need to reduce pedestrian/vehicle conflict within the curtilage of the site, vehicular access to the stadium prior to kick off will be restricted to emergency services only. Therefore, all car park traffic and team coaches must be located within the stadium site before hard road closures are implemented- one hour before kick-off. In the post-match period, no vehicles will be permitted out of car parks until crowds have dispersed to a suitable level and the final road closures surrounding the site are removed.
- 5.3.31 In post submission discussions with LCC it has been agreed that the timings of road closures, and vehicles entering and exiting the site on match day and major event days will be set by the Event Management Plan that will be conditioned to any approval granted (Appendix M).

Pre-Match Scenario

- 5.3.31.1 A system of road closures will be in place on match days restricting movement on surrounding streets, with further details provided in Section 11. As a result, team coaches, supporter and staff vehicles will need to arrive at the site at least one hour before kick-off. Only emergency vehicles will be permitted in and out of the site following one hour before kick-off.
- 5.3.31.2 Team coaches, supporter and staff vehicles will enter the site from the north east corner access. Team coaches will park within designated areas within the site.
- 5.3.31.3 Pedestrians will enter the site via the existing and new openings in the Dock Wall. Cyclists will be asked to dismount before proceeding through the Dock Wall for safety reasons. In any case cyclists will need to dismount some way from the stadium to proceed through the hard closure barriers. Close to match time the streets will be full of pedestrians, an environment unsuited to cycling.

Figure 34: Match Day Access Strategy- Pre-Match

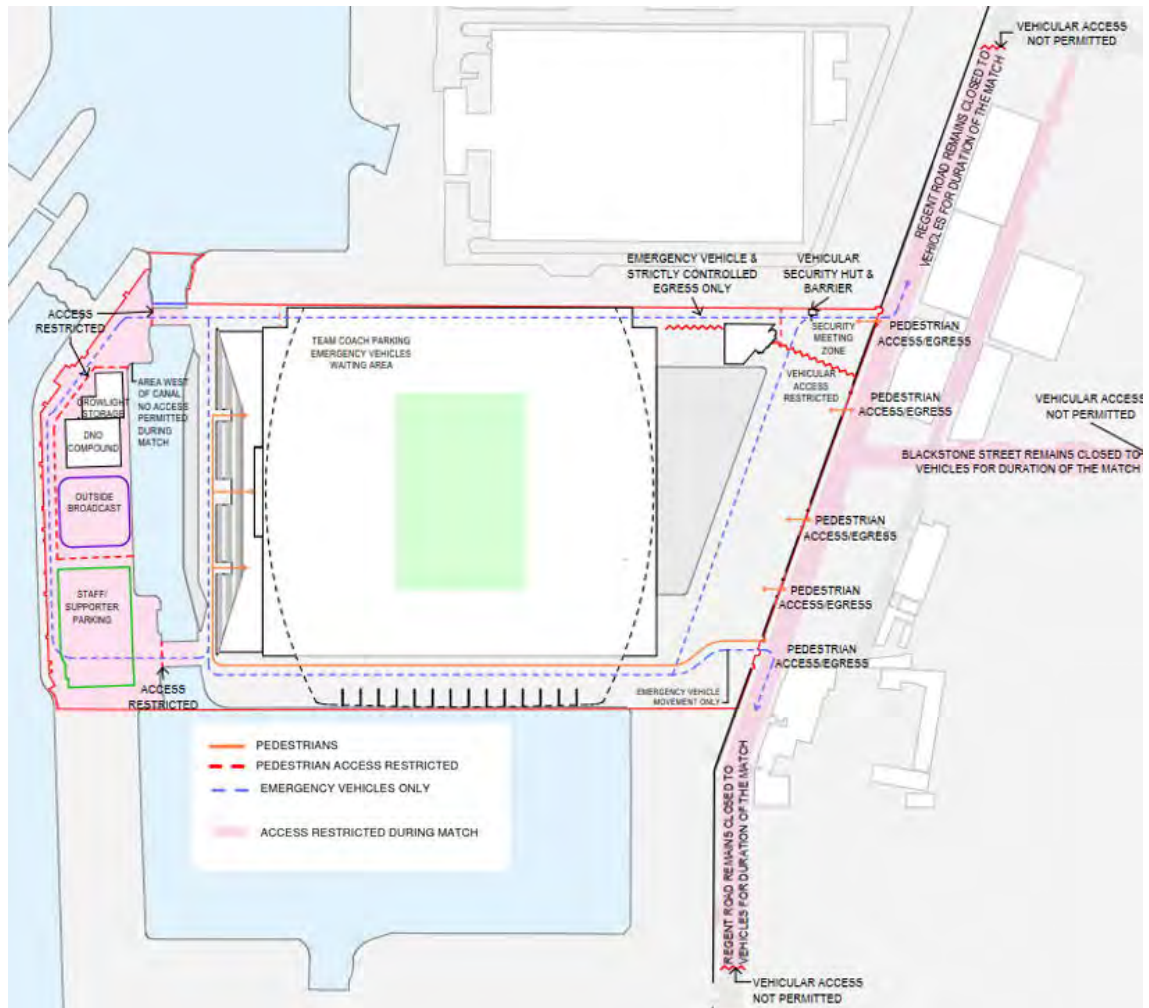


Source: Pattern

During Match Scenario

- 5.3.31.4 With the external road closures in place, only emergency vehicles will be permitted in and out of the site during the match. Supporter and staff vehicles will only be permitted through the road closures in-emergency circumstances. The access strategy for the period during-match is shown in Figure 35.

Figure 35: Match Day Access Strategy- During Match

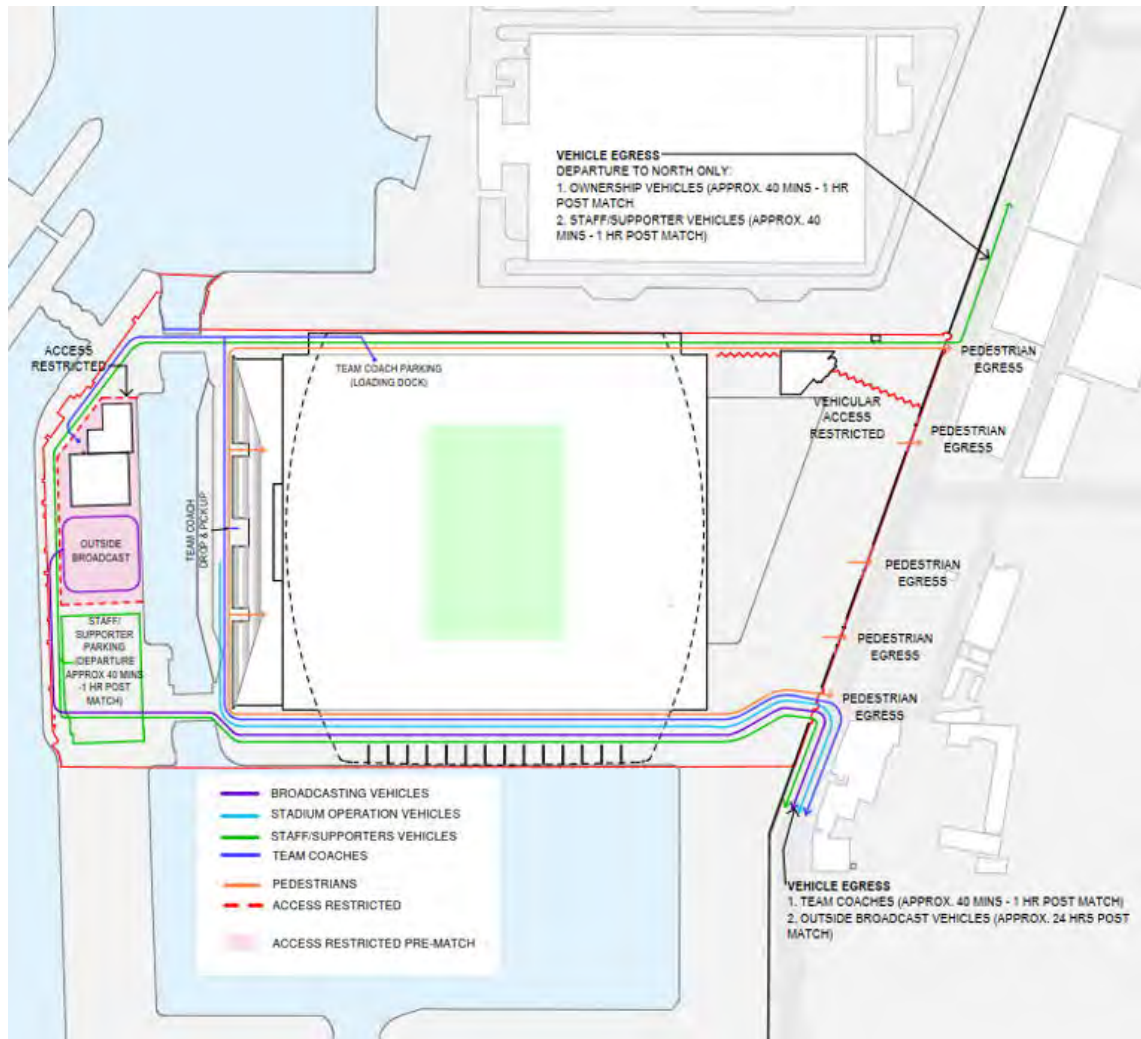


Source: Pattern

Post-Match Scenario

- 5.3.32 Pedestrians will exit the site via the existing and new openings in the Dock Wall. No vehicles will be permitted to exit the site until crowds have dispersed from the area and it is safe for vehicles to egress. Road closures will remain in place on the streets outside the stadium until between 40 minutes and 1 hour after the final whistle.
- 5.3.33 Supporter and staff cars and coaches will all exit the site via the north eastern and south eastern access. All other vehicles will exit the site via the south eastern access. The post-match access strategy is shown in Figure 36.

Figure 36: Match Day Access Strategy- Post Match



Source: Pattern

5.4 Non-match day, non-event day uses

- 5.4.1 The stadium will generate transport demand on non-match days and when no events are being hosted in the stadium. There are a range of uses proposed such that the stadium becomes a destination itself, when Everton FC are not playing home fixtures.
- 5.4.2 A club shop and restaurant and other uses are proposed. Areas used for match day hospitality will serve as conferencing/event facilities available for hire. A ticket office and small office/administration facilities will also be active on site. Stadium tours will also be on offer.
- 5.4.3 A broad summary of the range of uses proposed and the approximate scale of these is set out below (figures rounded):
- Club shop retail: 1,055m².
 - River view restaurant (west stand): 440m².
 - Office (including box office): 320m².

- Café east stand: 340m².
- Hydraulic tower: 630m².
- Hospitality area in west stand available for meetings, banqueting, conferences, weddings and other events: 6,400m². The Club envisages a 'typical' maximum capacity of 500 attendees / 'seats'

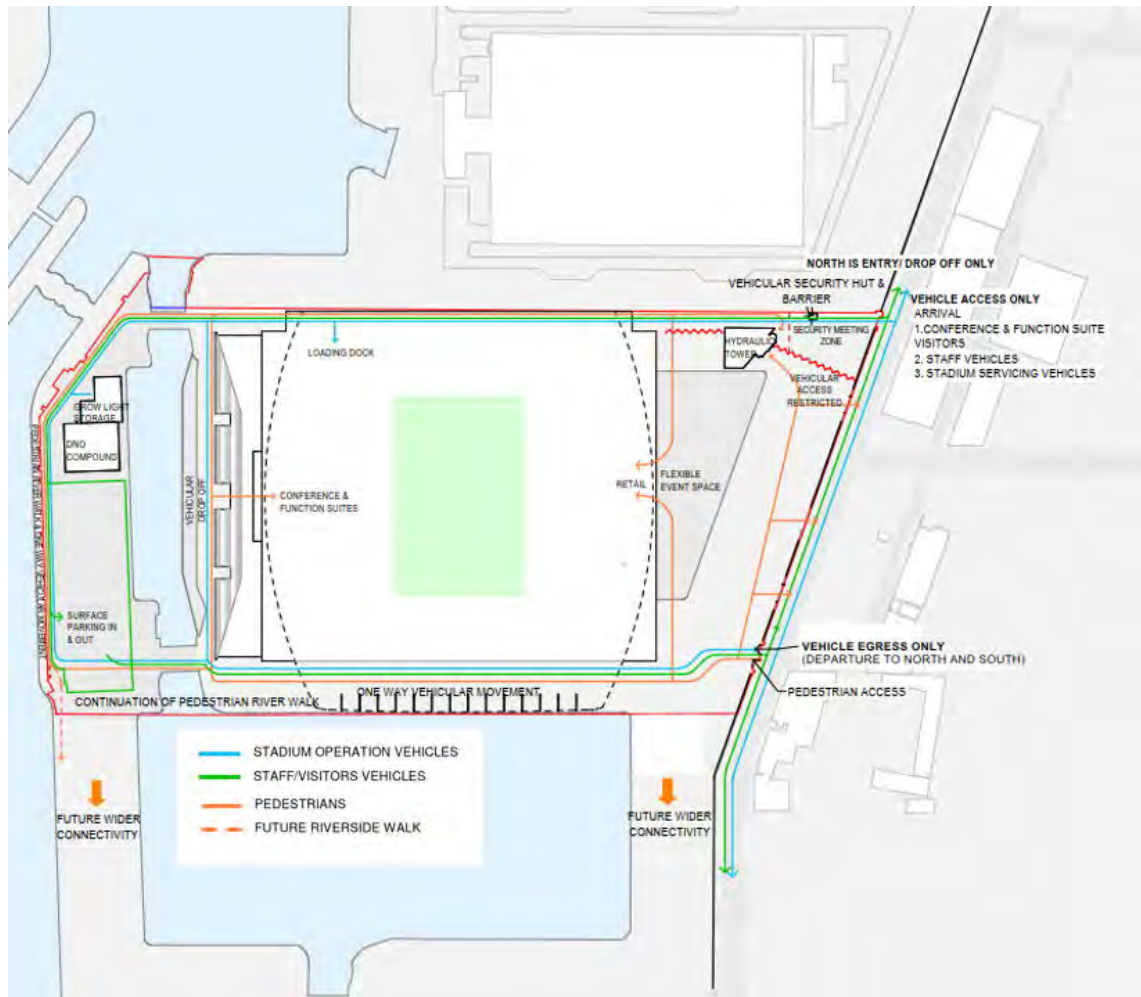
- 5.4.4 It is envisaged that the club shop, river view restaurant, cafe and office will be open all week for a significant part of the year if not in use for one of the events listed below. Furthermore, stadium tours will be available on a near all year round offer on non-match days.
- 5.4.5 Transport demand generated by the hospitality areas is likely to fluctuate depending on the type of event/s staged on each particular day. On non-match days the hospitality areas may be occupied by businesses booking meeting rooms, the next day a full-scale conference may be hosted by the venue or the facilities may be used for a wedding function. More detail on the transport demand generated by these facilities is provided in Section 13 Transport Demand on Non-Match Days & Non-Event Days.
- 5.4.6 The hospitality areas will be available throughout the year for hire: The Club has estimated maximum potential availability as follows:
- Meetings/Conferences –up to 261 days per year
 - Exhibitions/Conventions –up to 339 days per year
 - Weddings – potential for up to 79 days per year
 - Funerals – potential for up to 261 days per year
 - Banqueting – potential for up to 339 days per year
 - Christmas Parties – potential for up to 27 days per year
 - Stadium Tours – potential for up to 339 days per year
- 5.4.7 The club has estimated that they expect the maximum typical attendance of the large events listed above (with the exclusion of the stadium tour) to be 500 people.

Non-match day access, parking and servicing

- 5.4.8 Figure 37 illustrates the access strategy for the stadium on non-match days. Staff and conference attendees will use the western surface car park. Visitors to the club shop, restaurant, ticket office and Hydraulic Tower may use a smaller surface parking area to the north east of the site within the plaza when space is available. Please note, for urban design and heritage reasons it is not intended to formally mark out the parking spaces within this north eastern car park. Parking will be managed by staff on site to make the most efficient use of the space available. Capacity of the area is approximately 10 spaces. This area will also be used by any vehicles dropping off or picking up staff or visitors.
- 5.4.9 In effect a one way vehicle loop will be in operation on non – match days. All entry to the site will be via the north eastern access point and exit via the south eastern point. This represents a minor change from the December 2019 planning application. In the previous layout entry to a small informal parking area was possible from the southern access with all other access to the stadium taking place as currently proposed. We consider the current proposed arrangement an improvement with all entry and exit taken from separate points, reducing the potential for confusion on how to access the stadium.
- 5.4.10 Servicing will take place from the service bays to the north of the stadium. Service vehicles will enter from the northern dock wall opening and exit via the opening to the south of the site, in the same way as car traffic to the western car park.

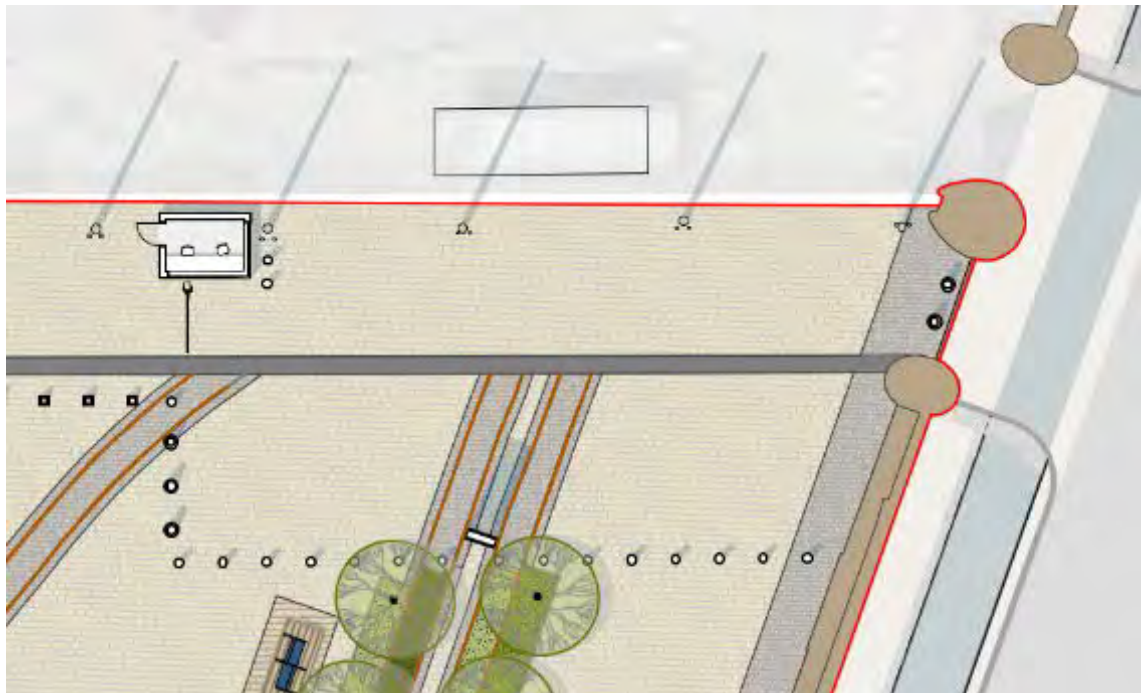
- 5.4.11 A security hut will be in operation at the northern – entry only access point. In the very rare instance that a vehicle would be rejected the vehicle may turn around within the bollarded area. In these circumstances the northern site access will be managed so that the vehicle can exit the site safely.
- 5.4.12 The 152 cycle parking spaces (with expansion to 212) will be available for use by staff and visitors.

Figure 37: Non-match day access strategy



Source: Pattern

Figure 38: Plaza car park area (spaces illustrative only – not to be marked out on site for heritage / design reasons)



Source: Planit

Staff

- 5.4.13 Staffing levels needed on site to serve the various proposed uses on non-match days have been provided by the Club. In terms of a day when there is no conference, wedding or meetings or similar occurrences held at the hospitality facilities the club envisage that the maximum number of staff at the site will be around 30. This would be made up of office and hydraulic tower staff permanently based there, with the remainder being security, pitch maintenance, catering, shop staff and stadium tours. The club envisage it unlikely that all these staff would be on site all at any one time.
- 5.4.14 In terms of the use of the hospitality facilities for meetings, conferences and weddings. The number of staff on site will fluctuate depending on the type and scale of event on offer. The Club estimates that with a conference on or banqueting event up to 50 staff may be present on the site at any one time in total.

5.5 Non-football events

- 5.5.1 It is also proposed that the new stadium at Bramley-Moore Dock will host up to four non-football events per calendar year, with each day of activity being classed as one event. These events could include music concerts and non-football sporting events. Whilst the events would not specifically be limited to the summer months, it is expected that the majority of the events would take place outside of the football season and therefore typically occur between mid-May and the end of July. The four events would consist of two concerts and two non-football sporting events. As per match days, maximum person capacity for the events would be 52,888.
- 5.5.2 A framework Events Transport Strategy is contained in Section 12 and explores the transport management solutions that will be required to help ensure that the transport is managed in a

safe and sustainable manner on major event days and that the implications for the wider transport network are kept to a minimum.

Event day access, parking and servicing

- 5.5.3 In general, the access strategy for non-football events would be the same as for match-days. With little or no servicing taking place on the day itself. Pedestrian and vehicular access would be the same. All servicing including stage set up and deliveries would take place in advance of the event day. Similarly, waste removal would likely take place in the days following the event as well as any stage takedown. It is likely the event parking arrangements will be the same as match days. Each event will have different on site operational demands; however, we consider it prudent to assume that the 2,000m² OBC and the resulting reduction in car parking this has will be the same. Not every event will require an OBC, some will not be televised, notwithstanding this some events may require storage for stage construction equipment and other event related materials. To provide a robust assessment it is considered that the match day and event day parking figures will be the same.

Staff

- 5.5.4 It is likely that the number of staff needed for event days would not exceed the number required to host a football match at the stadium. Staffing requirements will change depending on event type and will be the responsibility of the individual promoter of each event.

5.6 Liverpool City Council SPD 'Ensuring a Choice of Travel'

- 5.6.1 The supplementary planning document 'Ensuring a Choice of Travel' sets out guidelines for car and cycle parking in new developments. It also sets out the minimum accessibility requirements for various development types. In this section an appraisal of parking provision as well as accessibility is provided in line with the SPD.

Car Parking

- 5.6.2 Based on the floor areas set out in 5.4 the uses on site for non-match day and non-major event day and the **maximum** parking provision rates permitted are set out below:
- A1 non-food retail: 1 space per 20m² (non-district centre);
 - A3 & A4 Food and Drink: 1 space per 5m² public floorspace (non-district centre);
 - B1 Office: 1 space per 32m² (non-district centre)
 - D1 Art Galleries / Museums / Cultural uses: 1 space per 25m²
 - D2 Conference Centres; 1 space per 6 'seats' (in this instance conference or event attendees)
- 5.6.3 We consider that the club shop, river view restaurant, east stand café and cultural / exhibition space at the hydraulic tower will all generate linked trips. For example, a diner at the east stand café may also pay a visit to the club shop and the hydraulic tower. Similarly, a supporter travelling to the stadium for an official tour may visit all facilities. Therefore, it would be inappropriate to seek to provide the maximum allocation of parking for each use individually. All parking will be shared between uses across the site.
- 5.6.4 We propose that parking for the club shop, river view restaurant, east stand café and cultural / exhibition space at the hydraulic tower is shared. The Club envisages that the maximum attendance at a conference event or banqueting event would be in the region of 500 attendees at any one time. Based on the floor areas in 5.4 the parking requirement below is calculated:

- No conference or event being held within conference facilities: 71 spaces required (average 61 shared between club shop, river view restaurant, east stand café and cultural / exhibition space. 10 allocated to office use)
- With conference / event held within the conference facilities: 145 spaces required (average 52 shared between club shop, east stand café and cultural / exhibition space. 10 allocated to office use, 83 to conference use)

5.6.5 Taking into account the LCC standards it is considered that the provision of 149 car parking in the western surface car park and 10 short stay spaces within the plaza as appropriate on non-match / non-major event days appropriate. Although the level of provision is slightly above the maximum 145 spaces calculated for the 'with conference' the additional will provide suitable space for any overspill and reduce the chance of 'on street' parking occurring.

Cycle Parking

Non-Match Day / Non-Major Event Day

5.6.6 Based on the floor areas set out in 5.4 the uses on site for non-match day and non-major event day and the **minimum** parking provision permitted are set out below:

- A1 non-food retail: 1 staff space per 300m² & 1 customer space per 200m².
- A3 & A4 Food and Drink: 1 staff space per 300m² & 1 customer space per 200m².
- B1 Office: 1 staff space per 300m² & 1 visitor per 400m²
- D1 Art Galleries / Museums / Cultural uses: 1 space per 300m²
- D2 Conference Centres; 1 space per 5 members of staff plus 1 per 80 seats

5.6.7 Based on these rates the following minimum cycle parking is required:

- No conference / Event being held within conference facilities: 9 spaces for staff and 11 for customers.
- With conference / event: 18 spaces required for staff and 16 for visitors / customers

5.6.8 We consider that the provision of cycling as set out in Section 5.3 is appropriate. 30 sheltered staff spaces will be provided in the western Plaza. There are a remaining 122 spaces proposed across the site which may be used by visitors and customers.

Match Day

5.6.9 For match days the level of cycle provision was calculated using the supporter survey (refer to Section 9). 0.2% of survey respondents stated that they would consider cycling to the new stadium at Bramley-Moore Dock. This equates to around 120 supporters of the 52,888 capacity. The level of cycling spaces proposed (152 spaces for staff and supporters) is adequate to provide for this predicted demand. Space for a further 60 spaces has been identified on site for future expansion should increase demand materialise following stadium opening.

Minimum Accessibility Standard Assessment

5.6.10 In line with LCC's Supplementary Planning Document 'Ensuring a Choice of Travel', a Minimum Accessibility Standard Assessment (MASA) has been undertaken. The MASA is a tool which assesses the accessibility of a proposed development and is usually required to be completed and submitted as part of a planning application.

5.6.11 On match days and event days, the proposed development will have a predominantly D2 use class (assembly and leisure), and on non-match days, a D1 use class will be assumed (non-

residential institutions) reflecting the hospitality and conferencing facilities available. Therefore, two MASAs have been completed for the proposed development. The MASAs have been completed with the following:

- Location: other urban.
- Development size: major and large.

5.6.12 A breakdown of the results is provided in the table below:

Table 10: Bramley-Moore Dock: MASA Breakdown

| Assessment Criteria | Use Class: D1 | | Use Class: D2 | |
|----------------------------|---------------|-----------|---------------|-----------|
| | Required | Achieved | Required | Achieved |
| Access on Foot | 2 | 4 | 2 | 4 |
| Access by Cycle | 5 | 5 | 5 | 5 |
| Access by Public Transport | 5 | 7 | 5 | 7 |
| Vehicular Parking | 3 | 3 | 3 | 3 |
| Total | 15 | 19 | 15 | 19 |

Source: Mott MacDonald

5.6.13 As demonstrated in Table 10, both use classes meet the required criteria to pass the MASA.

5.6.14 Full MASAs are found in Appendix B.

5.7 Highway Changes on Regent Road

5.7.1 The North Liverpool Key Corridor highway changes outside the development site will provide a new cycleway outside the site as well as a kerbed reserve between the cycleway and the carriageway. At match times, when the road is closed this kerbed reserve will present a trip hazard to pedestrians. It is proposed as part of development along the site frontage to raise the level of the cycleway to the height of the footway. The footway would be segregated from the cycleway by a wide tactile strip as opposed to a level change.

5.7.2 This arrangement has been agreed with LCC following post planning submission consultation with the LCC cycle officer, inclusive design, highways development control and planning officers.

5.7.3 On the eastern side of Regent Road footway will be locally narrowed at the northern site access to assist large vehicles such as coaches access the site. It will also be necessary to install 'no waiting' restrictions locally to ensure that this access remains clear of parked vehicles at all times. This is shown on a plan in Appendix I. For this short distance the footway will be narrowed to their original width prior to widening as part of the North Key Corridor Scheme.

5.7.4 At the southern access point a small 'build out' will be removed to assist large vehicles such as coaches and HGVs to exit the site. The footway in this area will remain the same width as existing. Please refer to the plan in Appendix I.

Visibility Splays

5.7.5 Visibility requirements for new developments are set out in the DfT documents Manual for Streets and Manual for Streets 2. Visibility splays from the site access junctions in accordance with Manual for Streets are shown in Appendix I. For cyclists, splays in accordance with DfT LTN1/20Cycle Infrastructure Design is also demonstrated in Appendix I.

5.8 Vehicle tracking

- 5.8.1 Vehicle tracking at all site access points are included as Appendix H to this document. On account of the need to preserve the integrity of the Regent Road dock wall, which is a Grade II listed structure, all vehicle access will be taken through the existing historic openings in the wall.
- 5.8.2 HGV traffic and coach traffic entering the site will be instructed by the Club to do so approaching from the north. The club will be able to control this as they will dictate who they choose to undertake their refuse collection and other service providers. All away teams will be advised well in advance of the access arrangements. This is in the interest of reducing the extent of the swept path these vehicles will need to take to enter the site.
- 5.8.3 The plans in Appendix H illustrate that the internal routes and site accesses are suitable for use.

5.9 Construction

- 5.9.1 Advice on the likely construction methodology required to build the new stadium has been sought by the Club from contractors (Laing O'Rourke). A draft construction management plan has been prepared which addresses how construction impact could be mitigated across the entire build process. The construction process will be complex: following site clearance the process of clearing and filling in Bramley-Moore Dock will commence. Once this major operation is completed, stadium construction would commence, when largely complete landscaping works would begin. The entire process is expected to last for around 3 years.
- 5.9.2 In this section we provide some detail on the transport aspects of the construction management plan as stipulated by the Club.

Contractor Parking Arrangements

- 5.9.3 The construction management plan outlines the following:
- No private vehicles are allowed on site. Contractors' employees (including management and sub-contractors) arriving by car must park away from the site within car parks such as in the city centre and pay the applicable fee or find alternative parking remote from the site.
 - Managers / Operatives / Subcontractors are all actively encouraged to utilise public transport, cycling lanes and park and ride by train or bus where practical.
 - Car parking of private vehicles on surrounding streets will be actively discouraged.
 - Contractors should seek to instigate a park & ride system for those in the workforce who choose to drive in the interest of preventing the workforce from parking on surrounding streets.

HGV traffic generation and construction route

- 5.9.4 The draft construction management plan includes an estimation of the likely number of HGV movements generated by deliveries, removals and other construction processes. The contractors estimate that average daily movements will peak at 96 movements per day, this would last for around 24 weeks and would take place around two years into the construction project. In the first-year movements would average 64 to 69 movements per day, 65 to 96 movements in the second year and 96 to 53 in the third year.
- 5.9.5 The contractors expect that the vast majority of HGV traffic would originate on the motorway network, the most logical route to the site from the motorway network resulting in least impact through residential or city centre areas is from the M57 / M58 Switch Island junction.

- 5.9.6 From here vehicles would travel on A5036 Dunnings Bridge Road. This is 40mph dual carriageway and forms part of Highway England's Strategic Road Network. From here vehicles would use the A565 which is a 40mph dual carriageway forming part of the Liverpool City Region Combined Authority's Key Route Network.
- 5.9.7 There are a number of options available to construction traffic to access Regent Road (for access to the construction site). The most suitable are the A565 junction with Bankfield Street (signal junction, carriageway is approximately 12m wide), Sandhill's Lane (signal junction, carriageway is approximately 12m wide) or Boundary Street (signal junction, carriageway width is approximately 12m wide). To reduce construction impact at the busiest times construction traffic could be split between these three entry routes to the A565.
- 5.9.8 Blackstone Street has not been considered as part of the construction traffic route on account of its proximity to the site and the need for HGVs to approach the main entrance to the site from the north. The construction management plan envisages that the main site access will be in the north west corner of the site.
- 5.9.9 HGV vehicles will be instructed to take the same route back to the Strategic Road Network that they approached the site from.

Final Construction Management Plan

- 5.9.10 Following planning approval and the appointment of a contractor/s to undertake the construction of the stadium a construction management plan will need to be agreed in writing with LCC before any development commences. This is likely to form a planning condition to any planning approval for this development and will be strictly implemented and monitored following approval. This has been agreed in post planning submission consultation with LCC (Appendix M).

5.10 Summary

- 5.10.1 This section has provided an overview of the stadium proposals and their use on match days, non-match days and event days. Some of the key points raised include:
- 52,888-person capacity on match days and for non-football major events;
 - All vehicular access is provided directly from Regent Road through existing openings in the Regent Road wall. Pedestrians and cyclists will also use these openings. New pedestrian only openings will be created through the Regent Road wall to increase the capacity available for pedestrians on match or event days;
 - When Liverpool Waters is developed to the south of the site in future, three new pedestrian routes running from BMD southwards to the city centre through Liverpool Waters will be created and would provide enhanced access / routing from the application site;
 - Car parking for 149 vehicles will be provided in a western surface car park for use on non-match and non- event days. Additional informal parking will be available in the plaza area to the south east of the stadium. On match days 85 car parking spaces will be available on site within the western surface car park.
 - 152 cycle parking spaces will be provided at the site which will serve both staff and supporters on match days and event days. The Club has identified space to expand this provision to 212 spaces should demand materialise.
 - The fan plaza will provide both pre- and post-match entertainment which could assist in spreading transport demand on match days;

- On match days and event days around 2,000 staff could work at the site. A framework staff travel plan has been prepared to set out in detail the travel opportunities available for staff, how staff will be encouraged to travel sustainably and how staff travel will be monitored.
- On non-match days the hospitality facilities at the stadium will be available for hire for banqueting, conferences, weddings and similar affairs. In addition, an exhibition / cultural centre (situated in the hydraulic tower), club shop, café, river view restaurant and stadium tours will operate throughout the year.
- A minimum accessibility standard assessment (MASA) has been undertaken in line with LCC policy. The proposed development passes all assessment criteria.
- Construction of the proposed stadium will take around three years. A draft construction management plan has been prepared by contractors. The management plan sets out that during construction phases no staff parking will be permitted on site and that construction workers will be encouraged to use public transport, walking and cycling. Workers will be actively discouraged from parking on local streets nearby the development site. For those choosing to drive, workers must park in car parks remote from the site. A park and ride shuttle from appropriate car parks will be provided by the contractor;
- The construction management plan estimates that through the whole three-year process HGV traffic generation will peak at around 96 vehicles per day. The construction management plan details the HGV construction route which uses high standard strategic roads and avoids city centre and residential areas wherever possible.

6 Surrounding developments

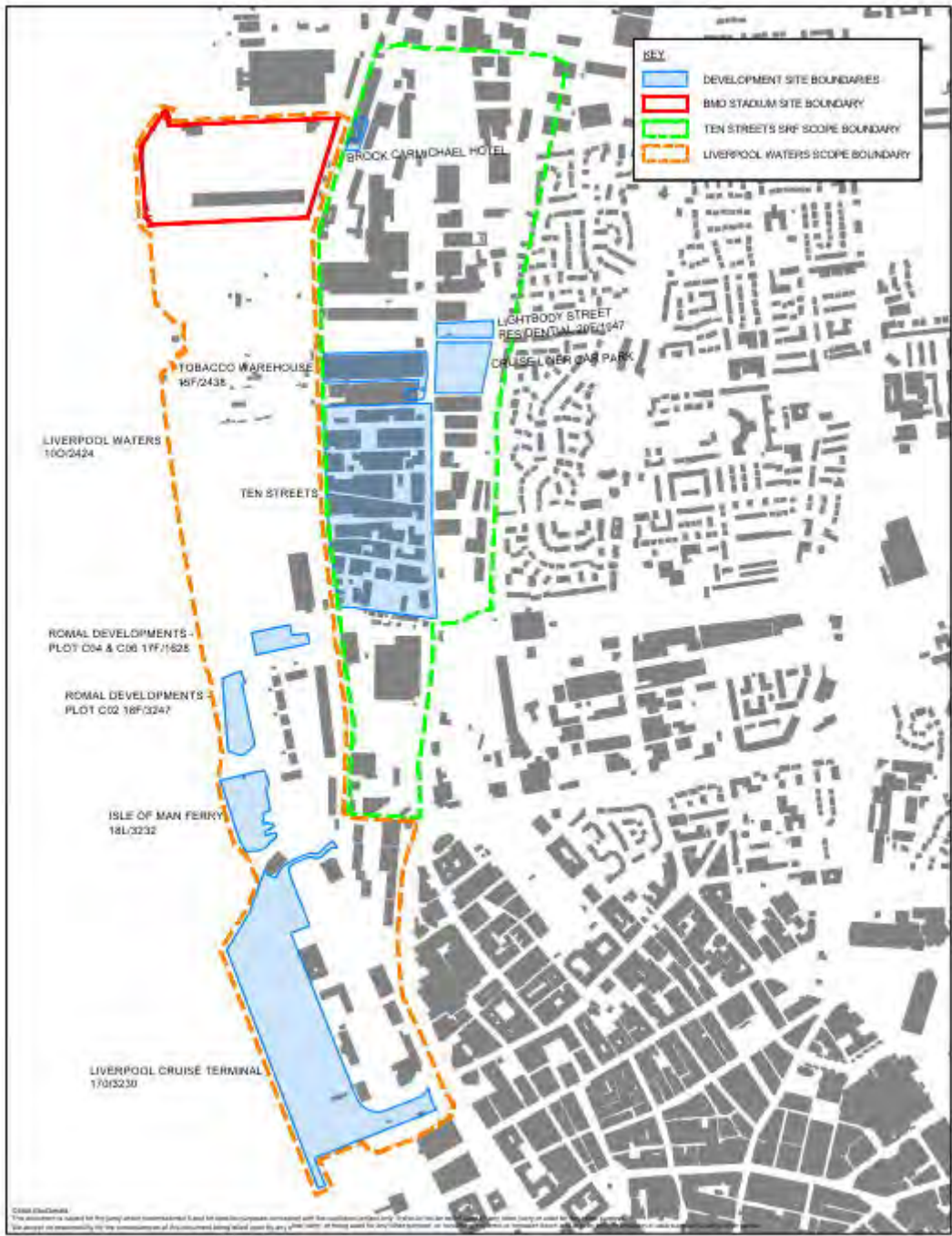
6.1 Introduction

6.1.1 In this section an overview of committed development in the area surrounding the proposed stadium site is set out with a focus on the transport implications of these developments. Please note LCC's committed highway improvement schemes namely: North Liverpool Key Corridor and Liverpool City Centre Connectivity are not discussed in this section: having been reviewed in some detail in Section 4.4. The committed developments LCC has requested in scoping that are included in this TA are:

- Liverpool Waters (10O/2424 – most recent non-material amendment: 19NM/1121);
- Ten Streets Regeneration Area;
- Isle of Mann Ferry Terminal (18L/3232);
- Romal residential developments (18F/3247 & 17F/1628);
- Tobacco Warehouse residential development (15F/2438) ;
- Liverpool Cruise Liner Terminal (17O/3230);
- Regent Road Hotel (20F/0217);
- Lightbody Street Residential (20F/1947)

6.1.2 The location of the committed developments identified above in relation to the application site are shown in Figure 39 overleaf.

Figure 39: Committed Development Site Boundaries



Source: Mott MacDonald

6.2 Liverpool Waters 10O/2424

- 6.2.1 Peel Land & Property secured outline planning permission (LPA ref. 10O/2424 – most recent approved non-material amendment is ref. 19NM/1121, non-material amendment reference 20NM/1801 is currently pending determination) in 2013 for a mixed-use development comprising a maximum of 1,690,000m² of mixed use including 9,000 dwellings and 310,000m² of office space (figures rounded). The site stretches from Princes Dock in the south to Bramley-Moore Dock to the north. The timeframe for full delivery of the scheme at the time of planning application was 2041.
- In the TA which supported the development and in the phasing plan, by 2024 it was assumed that around 30% of the entire scheme would be developed consisting of amongst other uses 2,600 dwellings and 130,000m² of office space. All this development would be located to the south of the development area including Princes Dock, King Edward Triangle and part of Central Docks as far north as Oil Street.
 - Developments which have been consented at Princes Dock and the Liverpool Waters site since planning approval include the standalone applications (therefore not formally part of Liverpool Waters), including The Lexington (16F/1370 & 17F/2056 325 apartments), Quay Central and Park Central (17F/1628 2 blocks of 237 apartments), Liverpool Cruise Liner Terminal (17O/3230 & 19RM/1037) and Isle of Man Ferry Terminal (18F/3231). In addition, the proposed Romal residential development at Plot C02 is currently pending determination (18F/3247).
 - Since planning permission was granted, Peel Land & Property has submitted a series of discharge of conditions applications, reserved matters and non-material amendment applications. A neighbourhood masterplan for the Central Docks was approved in November 2019 (ref: 19DIS/1315) in accordance with the requirements of the planning conditions attached to the outline planning permission.
 - Reserved matters applications have been submitted in the Princes Dock area for the William Jessop House, a 6-storey office development which is in planning terms part of Liverpool Waters (18RM/1554 & 19RM/1817).

Transport Assessment 10O/2424

The Transport Assessment which accompanied the outline Liverpool Waters application assessed two development scenarios:

- 2024- Approximately 30% of development completed.
- 2041- Full build out of Liverpool Waters.

- 6.2.2 Within the Transport Assessment 2041 was viewed as being too far in the future to be able to reliably predict transport conditions and development impact. Accordingly, all planning conditions requiring specific highway works to be completed to mitigate impact or contributions to transport works and services were capped at the year 2024 or the approximate quantum of development envisaged to be delivered by then. Any highway works or transport contributions from Peel required beyond this year/development quantum would be subject to further Transport Assessment analysis at a later date. To date no revised transport assessment has been submitted which assesses impact of full build of Liverpool Waters in this way.
- 6.2.3 For these reasons, when assessing Liverpool Waters as a committed development it has been agreed with LCC that the quantum of Liverpool Waters up to 2024 based on the 2013 permission should be taken account of. The traffic flow diagrams included in the Liverpool Waters TA set out the following traffic generation for 2024.

Table 11: Development Traffic Generation: Liverpool Waters to 2024

| Traffic Generation | AM PEAK | | | PM PEAK | | |
|--------------------------|----------|------------|-------|----------|------------|-------|
| | Arrivals | Departures | Total | Arrivals | Departures | Total |
| Liverpool Waters to 2024 | 1,214 | 463 | 1,683 | 538 | 1,125 | 1,663 |

Source: JMP / Peel

- 6.2.4 We consider that taking account of the Liverpool Waters development to 2024 as set out in the 2010 outline planning application (as approved in 2013) will ensure a robust assessment is carried out. To date following the grant of outline planning permission in 2013 less development than envisaged to be built by 2024 has been delivered with only William Jessop House formally part of Liverpool Waters being consented.

Consideration of non-material amendments and accompanying traffic note and updates to Liverpool Waters transport assessment

- 6.2.5 The non-material amendment to the 2013 planning permission for Liverpool Waters as included in 18NM/2766 included changes to the proposed phasing and parameter plans of Liverpool Waters. The Traffic Note which formed an appendix to the Planning Justification Statement concluded that the changes to the phasing and parameters within would result in no change to the transport impact of the development, nor the required mitigation works triggered by the development of each neighbourhood.
- 6.2.6 It should be noted that the application altered the development phasing to bring forwards the development of Neighbourhood C Central Docks and push back the development of Neighbourhood B King Edward Triangle. It was concluded that this would not have a material impact on traffic and therefore no revised transport assessment or traffic modelling would be required. Therefore, the findings and traffic modelling submitted in the TA for the 2013 planning permission remain valid and appropriate to use to inform this TA on the transport impact of Liverpool Waters.
- 6.2.7 Similarly, the subsequent non-material amendment application (19NM/1121) which included non-material changes to Neighbourhood C was found by LCC not to have any material transport differences to the 2013 planning approval.
- 6.2.8 In line with the conditions attached to the planning approval it is not necessary for Peel to update the transport assessment and review transport mitigation for the development until around 27% of development is complete in neighbourhoods A, B & C (Conditions 70 & 71).
- 6.2.9 The latest non-material amendment 20NM/1801 (not yet determined at time of writing) will have no impact on previously established transport conditions or impacts. The application is to adjust plot boundaries and parameter heights. It has no impact on quantum of development phasing or transport.

Liverpool Waters Highway Works

- 6.2.10 Highway improvements to mitigate development impact of Liverpool Waters to build out in 2024 were detailed in the TA which accompanied the 2013 planning permission. The main works are summarised below, please note the completion year is the year identified in the 2013 planning permission with the amended year the change in year suggested by Peel via non-material amendment planning applications and reserved matters applications. The table information

below has been taken from transport information included in the Masterplan application for Central Docks (19DIS/1315).

Table 12: Liverpool Waters Transport Works to 2024

| Item | Completion Year | Location | Description | Purpose | Amended Completion Year |
|------|-----------------|---|--|---|-------------------------|
| 1 | 2014 | Bus Operation Support (Princes Dock) | Initial funding of services for a reviewable period | initial funding of services for a reviewable period | 2021 |
| 2 | 2015 | K - Bath Street toucan crossing | Toucan crossing | Pedestrian and Cycle route improvement | 2020 |
| 3 | 2015 | R - King Edward St/Brook Street | Enhanced pedestrian/cycle crossing | Pedestrian and Cycle route improvement | 2020 |
| 4 | 2016 | Strand Street-Goree, Pall Mall, Moorfields | Bus Priority Measures | Bus route / mode share improvement | 2021 |
| 5 | 2016 | A1 - Georges Dock Gates / St Nicholas Place ('St Nicholas | Minor physical changes | Vehicular access improvement | 2021 |
| 6 | 2016 | A2 - Princes Parade - Canada Boulevard | Define cycle route link | Cycle route improvement | 2021 |
| 7 | 2021 | T1 - Leeds St/Pall Mall I | Minor alterations | Road Network operation improvement | 2021 |
| 8 | 2022 | Waterloo Rd-Regent Rd and Pall Mall | Bus Lane provision stage II | Bus Route / mode share improvement | 2022 |
| 9 | 2023 | Y - Kirkdale Rd/Smith Street I | Widening on north south axis | Road Network operation improvement | 2023 |
| 10 | 2023 | C - Waterloo Road/Oil Street ('Victoria Gate') | Upgrading/signalising of access junction | Vehicular, pedestrian and cycle access | 2023 |
| 11 | 2023 | M - Gt Howard St/Chadwick St | Signalling of junction, traffic management, and cycle lane provision/signing | Pedestrian and Cycle route improvement | 2023 |
| 12 | 2023 | N - Gt Howard St/Little Howard Street | Signalling of junction, traffic management, and cycle lane provision/signing | Pedestrian and Cycle route improvement | 2023 |
| 13 | 2023 | Bus Operation Support (Sandhills / local centre) | Initial funding of services for a reviewable period | Bus Route / mode share improvement | 2021 |
| 14 | 2023 | Bus Stop/Shelter Support (Sandhills Lane) | Additional stop/shelter provision | Bus Route / mode share improvement | 2023 |
| 15 | 2024 | U - Leeds St/Vauxhall Rd | Additional ahead and left turn lanes | Road Network operation improvement | 2024 |
| 16 | 2031 | Sandhills Bus/Rail interchange | Enhanced bus / passenger facilities | Rail mode share improvement | 2023 |

Source: Curtins / Peel

6.2.11 It should be noted that items 10, 11 and 12 are deemed to be already delivered by Peels consultants (set out in transport documentation included in application 19DIS/1315). The

remainder of the items have not been delivered as the quantum of development at Liverpool Waters has not yet reached the threshold required to deliver them despite the assumed delivery year.

- 6.2.12 Notwithstanding this items 2, 3, 4, 5, 6, 8 are all located within or partially within the area of ongoing or committed highway works undertaken by LCC as part of the North Liverpool Key Corridor and City Centre Connectivity highway schemes (Section 4.4). Accordingly, these works will need to be reviewed by Peel and LCC at the appropriate time when the need for works are triggered by the quantum of development built out at Liverpool Waters.
- 6.2.13 In terms of the remaining works, 1, 13, 14 & 16: these relate to bus funding for services and bus stops between Liverpool Waters and the city centre as well as Sandhills Station. Works at 7 and 9 are somewhat remote from the proposed stadium site. It is also debatable whether the works included as Item 15 have already been delivered as part of past highway works in this area completed by LCC since Liverpool Waters was consented.

Bramley-Moore Dock

- 6.2.14 It should be noted that the proposed stadium site is located within the Northern Docks (comprising Nelson Dock and Bramley-Moore Dock) proposed in the Liverpool Waters planning application for development to take place between 2036 and 2041 for the following uses:
- C3 Dwellings- 219,500m².
 - A1 Retail- 5,000m².
 - A2 Financial & Professional services- 300m².
 - A3 Food & drink- 2,200m².
 - A4 Drinking establishments- 1,200 m².
 - B1 Business- 1,800m²
 - D1 Non-Residential Institutions- 6,600m².
 - D2 Assembly and Leisure-1,000m².
- 6.2.15 The amount of the development listed above which relates to Bramley-Moore Dock (excluding Nelson Dock) is not specified in the permission, which details the amount of development per Neighbourhood only.
- 6.2.16 The Liverpool Waters TA flow diagrams (submitted in application 10O/2424) set out the peak hour traffic generation of this element of the development

Table 13: Development Trip Generation; Bramley Moore Dock as part of Liverpool Waters

| Traffic Generation | AM PEAK | | | PM PEAK | | |
|--------------------|----------|------------|-------|----------|------------|-------|
| | Arrivals | Departures | Total | Arrivals | Departures | Total |
| Bramley Moore Dock | 60 | 199 | 259 | 92 | 154 | 246 |

Source: JMP / Peel

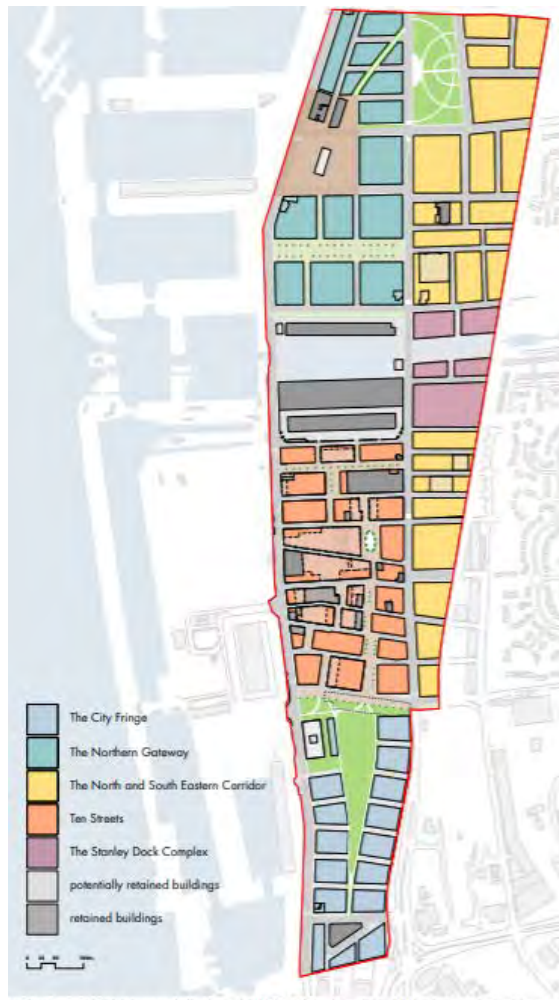
6.3 Ten Streets Spatial Regeneration Framework (Ten Streets SRF)

- 6.3.1 The Ten Streets Spatial Regeneration Framework (SRF) is a major initiative of LCC and its partners to guide the regeneration and future development of the Ten Streets character zone and its surrounds within Liverpool's North Docks district.
- 6.3.2 The SRF does not yet outline any specific committed development, however it is important to take the SRF into account within this TA given its proximity to Bramley-Moore Dock and its potential influence on the area, particularly from a transport perspective. Its scope is shown in

Figure 39 and borders the eastern edge of the Liverpool Waters and also directly borders the Bramley-Moore Dock site.

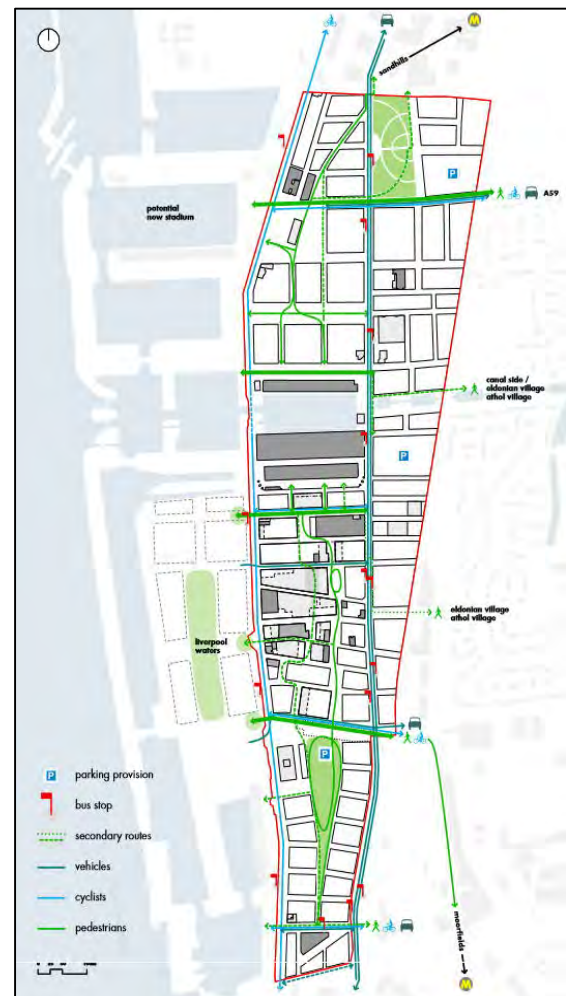
- 6.3.3 The Ten Streets SRF provides a vision, illustrative masterplan and set of design and development principles to steer development within the framework area over the next 15-20 years.
- 6.3.4 As identified in Section 3.13 of this TA, the SRF recognises the pivotal role the Ten Streets Neighbourhood will play in facilitating good connectivity to Bramley-Moore Dock and the new stadium. With aspirations to deliver major investments along Great Howard Street and Regent Road, along with new pedestrian, cycle and public transport connections.
- 6.3.5 At the heart of the SRF is the Ten Street character zone itself, as shown in Figure 39. The zone consists of ten parallel streets that run east to west between the city centre fringe and the Stanley Dock Complex. There are no detailed development proposals outlined in this area within the SRF, however the masterplan aspirations through the area are included in Figure 40 and connectivity in Figure 41.

Figure 40: Ten Streets Masterplan



Source: Liverpool City Council

Figure 41: SRF Connectivity



Source: Liverpool City Council

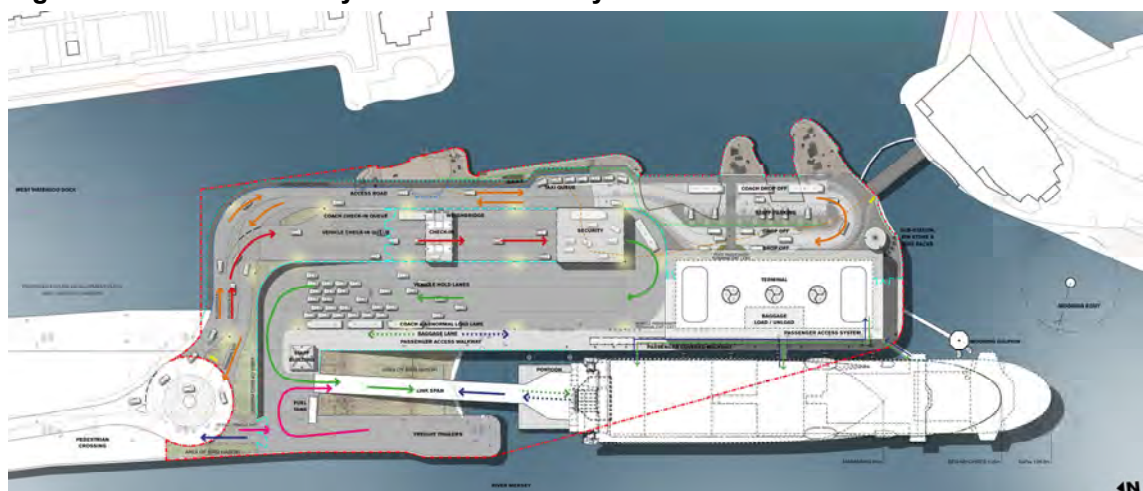
Proposals in the vicinity of Bramley – Moore Dock

- 6.3.5.1 It should be noted that the SRF identifies the area immediately outside the proposed stadium surrounding Blackstone Street and encompassing Fulton Street is shown as being redeveloped to provide a new public square. The area around the new stadium site will become 'The Northern Gateway'. Much of the buildings in this area are earmarked as potential new development plots with residential and leisure uses proposed.
- 6.3.5.2 In terms of movement the masterplan proposes new north – south and east – west pedestrian and cycle routes between Regent Road and Great Howard Street. Improved pedestrian connections to Sandhills station are suggested. It is clear that the aspirations set out in the framework will be of benefit to the stadium site if realised.
- 6.3.5.3 Although the masterplan is largely aspirational and is likely to change over the long-term delivery programme it is clear that the key principles within it do not conflict with proposed stadium and can be of benefit.

6.4 Isle of Man Ferry Terminal 18L/3232

- 6.4.1 The Isle of Man Ferry development site at Princes Half-Tide Docks forms part of what is collectively known as Central Docks Neighbourhood; a key facet within the wider redevelopment of Liverpool Waters.
- 6.4.2 It proposes a new two-storey ferry terminal and associated ancillary structures to replace the existing Isle of Man Ferry Terminal, currently located further south at the Pier Head. The new terminal and associated activities aim to improve the operation and efficiencies for vehicle and passenger flow.
- 6.4.3 Figure 42 below shows the architect's layout for the development as submitted as part of the planning application subsequently approved by LCC in 2019.
- 6.4.4 Vehicular access to the site is provided via an internal connector road from Waterloo Road to the north east of the site. The connection will be delivered by LCC and is currently under construction.

Figure 42: Isle of Man Ferry Terminal – Site Layout



Source: AECOM

Trip Generation

The future transport impact of the development was quantified within the TA produced by Watermans in 2018. Table 14 presents the AM and PM vehicular arrivals and departures calculated for a typical morning and evening peak hour in the TA which accompanied the planning application. It should be noted that the TA predicted a redistribution of traffic on streets surrounding the site on account of the closure of the existing Isle of Man terminal.

Table 14: Development Trip Generation: Isle of Man Ferry Terminal

| Traffic Generation | AM PEAK* | | | PM PEAK** | | |
|--------------------|-------------------------|------------|--------------------------|-----------|------------|-------|
| | Arrivals | Departures | Total | Arrivals | Departures | Total |
| Scenario 1 Typical | 37 | 0 | 37 | 25 | 0 | 25 |
| Source: Waterman | *AM Peak: 07:45 - 08:45 | | **PM Peak: 16:30 – 17:30 | | | |

6.5 Romal Developments – Plot C02 18F/3247

- 6.5.1.1 The development of Plot C02 within the Central Docks Neighbourhood is proposed by Romal Capital Limited and forms part of the Liverpool Waters Masterplan area. The proposals were submitted to the City Council in December 2018 but are currently still awaiting approval. Nevertheless, LCC highways has requested that this development be included as committed
- 6.5.1.2 The submitted proposal comprises the construction of 646 apartments alongside 232 sqm of ancillary ground floor commercial uses and associated parking, as described below in Figure 43.

Figure 43: Romal Developments – Plot C02 – Site Layout



Source: Planit I.E. Limited

- 6.5.2 Vehicular access to the development will be provided via a priority-controlled access located to the north-west of the site, off the approved new Northern Link spine road, which links to Waterloo Road to the east.

Trip Generation

- 6.5.3 The impact of the development on the local highway network was quantified within the TA produced by SCP in 2018. The applicants made a case that the trip generation of the

development was accounted for in the traffic modelling previously accepted by Liverpool City Council as part of the planning application for Liverpool Waters. Therefore, no detailed traffic modelling was included in the planning application.

- 6.5.4 Table 15 presents the resultant vehicular AM and PM arrivals and departures associated with the proposed development as set out in the TA which accompanied the planning application:

Table 15: Development Trip Generation: Plot C02

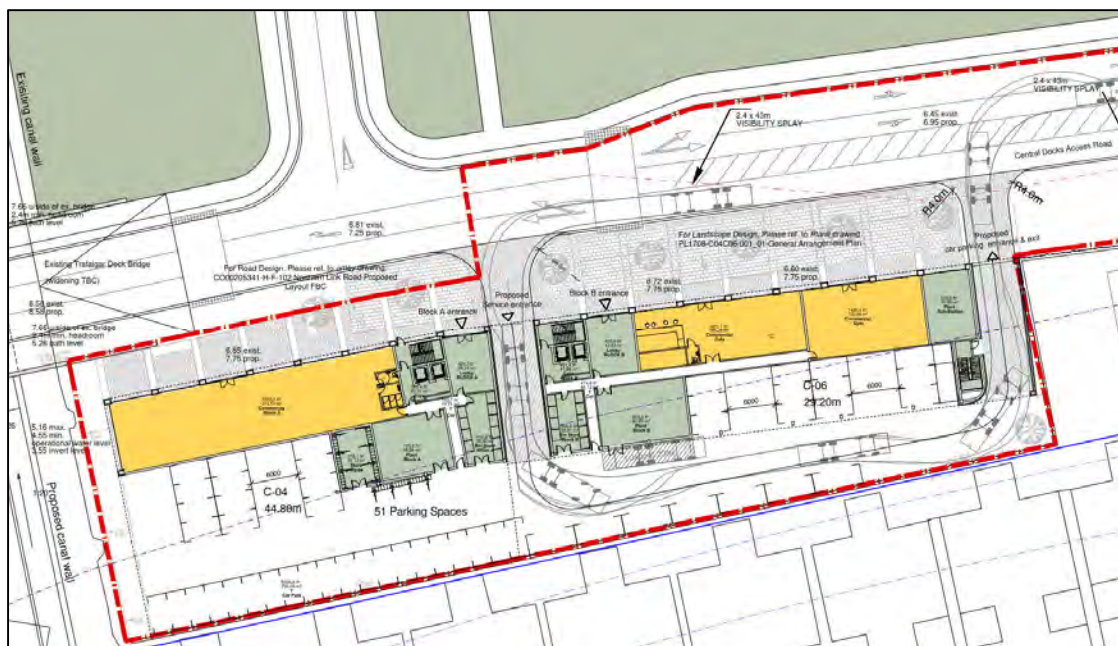
| Mode | AM PEAK* | | | PM PEAK** | | |
|----------|----------|------------|-------|-----------|------------|-------|
| | Arrivals | Departures | Total | Arrivals | Departures | Total |
| Vehicles | 36 | 112 | 148 | 105 | 56 | 161 |

Source: SCP *AM Peak: 08:00 - 09:00 **PM Peak: 17:00 - 18:00

6.6 Romal Developments – Plot C04 & C06 17F/1628

- 6.6.1.1 The development of Plot C04 and C06 of the Central Docks Neighbourhood is being undertaken by Romal Capital Limited and forms part of the Liverpool Waters area. The proposals were approved by LCC in December 2017.
- 6.6.2 The development comprises the construction of two residential blocks providing 237 apartments alongside 311 sqm of ancillary ground floor commercial uses and associated parking, as described in Figure 44 below for reference.

Figure 44: Romal Developments – Plot C04 & C06 – Site Layout



Source: BLOK Architecture

- 6.6.3 Site vehicular access to the car park will be via two priority-controlled accesses off the new approved spine road linking Waterloo Road to the approved Isle of Man Ferry Terminal, both of which are shown in Figure 43 and Figure 44 respectively. It should be noted that at time of writing construction on these plots is nearing completion and the development will be complete and open by the time of stadium opening.

Trip Generation

- 6.6.4 The impact of the development on the local highway network was quantified within the TA produced by SCP in 2017. Table 16 presents the resultant trip generation for arrivals and departures within the AM and PM peak hours. On account of the relatively modest traffic generation of the development and the applicant's assertion that the impact of the development had already been assessed as part of the Liverpool Waters planning application no detailed modelling of traffic impact was included in the planning application.

Table 16: Development Trip Generation: Plots C04 & C06

| Mode | AM PEAK* | | | PM PEAK** | | |
|----------|----------|------------|-------|-----------|------------|-------|
| | Arrivals | Departures | Total | Arrivals | Departures | Total |
| Vehicles | 10 | 34 | 44 | 28 | 13 | 41 |

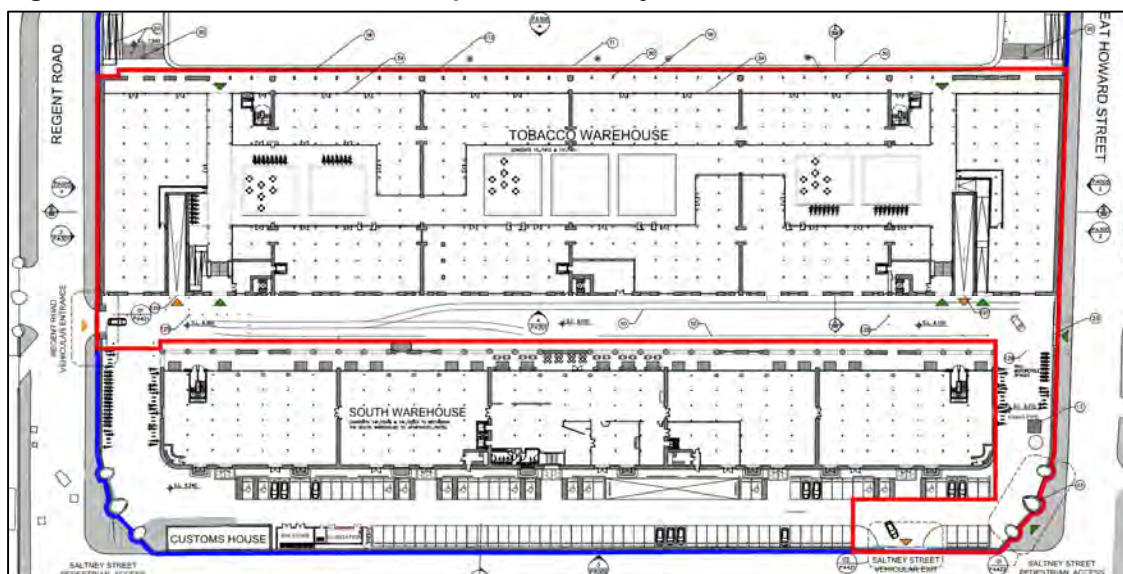
Source: SCP *AM Peak: 08:00 - 09:00 **PM Peak: 17:00 - 18:00

6.7 Tobacco Warehouse 15F/2438

Summary

- 6.7.1 The proposed redevelopment of the existing Tobacco Warehouse at Stanley Dock was approved by LCC in August 2016. The redevelopment will see a change of use by converting and extending the Tobacco Warehouse to create 538 residential apartments, 1,725 sqm of public exhibition space and 4,290 sqm of office space with associated parking. The development is currently under construction and will be complete and occupied by the time the proposed stadium opens.
- 6.7.2 The ground floor layout is shown below in Figure 45, it will be accessed via a one-way circulatory system with ingress via Regent Road and egress onto Stanley Street. As the proposals fall within the scope of the previously described Ten Streets SRF, the connectivity aspirations described within Figure 41 are also to be considered when considering this proposal.

Figure 45: Tobacco Warehouse Proposal – Site Layout



Source: Darmond Architecture

Trip Generation

6.7.3 The estimated traffic generation for the Tobacco Warehouse development was provided within the 2015 TA produced by DTPC.

6.7.4 The resultant estimated trip generation is provided below in Table 17:

Table 17: Development Trip Generation: Tobacco Warehouse

| | AM PEAK* | | | PM PEAK** | | |
|--------------------|----------|------------|-------|-----------|------------|-------|
| | Arrivals | Departures | Total | Arrivals | Departures | Total |
| Traffic Generation | 86 | 83 | 169 | 101 | 91 | 192 |

Source: DTPC *AM Peak: 08:00 - 09:00 **PM Peak: 17:00 - 18:00

6.8 Cruise Liner Terminal 17O/3230

6.8.1 This development proposal is for the replacement and expansion of existing cruise terminal facilities currently located to the south of Princes Parade on Princes Dock. The scheme concerns the demolition and modification of existing buildings and structures to facilitate the construction of a new cruise liner terminal, referred to as the Liverpool Cruise Terminal (LCT).

6.8.2 The new LCT and associated development was approved by LCC in April 2018 for a primary end use of berthing cruise ships, generally from March through to November, and potentially also for associated parking for city events outside of this period.

6.8.3 There are two site accesses provided, the northern access will run off the existing Waterloo Road/Bath Street roundabout junction, while the southern end of Princes Parade links into St. Nicolas Place. A plan of the proposed development is shown in Figure 46 below.

Figure 46: Proposed Development Movement and Access Plan



Trip Generation

- 6.8.4 The TA to support the planning application was produced by Ramboll in 2017. The TA set out that cruise traffic was not expected to route in the vicinity of the stadium. Indeed, north of Paisley Street the development would not result in a change in traffic flow.

6.9 Regent Road Hotel 20F/0217

- 6.9.1 A new hotel proposed on Regent Road directly outside the stadium site consists of a 167-bedroom hotel with an 87-space car park. The TA prepared by Curtins which accompanies the application calculates the traffic generation and distribution of the development. The TA states that the applicant accepts in principle the road closures which will take place on Regent Road and surrounding streets on match days and major event days.

Figure 47: Regent Road Hotel



Source: Curtins

6.9.2 The TA states (page 20)

“LCC has informed us that as part of the Stadium’s movement strategy during matchdays, LCC and EFC intend to discourage private car use on local roads.....One of the methods LCC will use to achieve this is through road closures. The applicant is respectful of this and recognises the complementary nature of the hotel and stadium.....As such the applicant is willing to prevent access and egress to the MSCP during the times when these closures are in place. We assume the closures to be 2-hours prior to kick off and around 2 hours following full time. Car park users will be made aware of this arrangement and the pre-booking of spaces will be considered by the operators of both the MSCP and hotel.

Trip Generation

6.9.3 The vehicular trip generation calculated by Curtins is provided below in Table 17:

Table 18: Development Trip Generation: Regent Road Hotel

| | AM PEAK* | | | PM PEAK** | | |
|--------------------|----------|------------|-------|-----------|------------|-------|
| | Arrivals | Departures | Total | Arrivals | Departures | Total |
| Traffic Generation | 28 | 36 | 62 | 27 | 24 | 50 |

Source: Curtins *AM Peak: 08:00 - 09:00 **PM Peak: 17:00 - 18:00

6.10 Residential Development at Lightbody Street 20F/1947

6.10.1 The proposal is for 200 apartments and 10 townhouses with a small amount of commercial floorspace (716m²). The application was validated in August 2020. The development is accessed off Lightbody Street. the site is presently occupied by a vacant industrial unit (approx., 2,900m² GFA).

- 6.10.2 The Transport Assessment which supports the application (prepared by Curtins) sets out the traffic generation of the development which is summarised in the table below:

Table 19: Development Trip Generation: Regent Road Hotel

| | AM PEAK* | | | PM PEAK** | | |
|--------------------|----------|------------|-------|-----------|------------|-------|
| | Arrivals | Departures | Total | Arrivals | Departures | Total |
| Traffic Generation | 22 | 42 | 63 | 38 | 28 | 66 |

Source: Curtins *AM Peak: 08:00 - 09:00 **PM Peak: 17:00 - 18:00

- 6.10.3 The transport assessment contains an analysis of the impact of the proposed development on the Great Howard Street / Lightbody Street / Walter Street signal junction. The analysis demonstrates that with a small adjustment to the traffic signal cycle times the development has nil detriment to the operation of the junction. With the traffic signal adjustment in place the junction operates at the same level or better than prior to development taking place.
- 6.10.4 In 2025 the Practical Reserve Capacity (PRC) of the junction in 2025 only decreases by 3.2% in the AM Peak in 2025 on account of development from 24.6% capacity remaining to 21.2% capacity remaining. In the PM peak in 2025 the operation of the junction improves despite the addition of development traffic on account of the signal cycle time change from 2.2% remaining capacity to 10% remaining capacity.
- 6.10.5 It should be noted that the transport assessment takes no account of the trip generation of the site in its extant use, as an industrial unit. Based on the approximate size of the existing building (approximately 2,900m² GFA) an indicative TRICS analysis reveals that the existing building has the potential to generate around 17 movements in each peak hour in this use. Therefore, the net increase in traffic would be in the region of 46 – 49 movements in the peak hour.
- 6.10.6 Based on these traffic flows and the base traffic flows included in Appendix E this traffic would result in an increase of approximately 1.4% in the morning peak hour in 2028 over baseline levels (3,301 vehicles in base Appendix E) and 1.6% in the evening peak (2,979 vehicles in base Appendix E) at the Great Howard Street / Lightbody Street / Walter Street signal junction. This volume of traffic change is within typical daily traffic fluctuation, furthermore the Transport Assessment which accompanies the application demonstrates that there would be no detrimental impact at the junction on account of development traffic.

6.11 Summary

- 6.11.1 This section has provided an overview of future development in the area local to the proposed stadium. It should be noted that not all of this is committed in terms of having planning permission but LCC has requested that this be included. The developments included in this section have been agreed with LCC in scoping. Where appropriate traffic generation data has been sourced from the TAs which accompanied the planning applications for the developments. The following key conclusions can be made:
- In future Liverpool Waters will be of benefit to the proposed stadium. As part of Liverpool Waters new North – South pedestrian routes could be provided by Peel which may connect Bramley-Moore Dock southwards through Liverpool Waters to the City Centre. At present the timeframe for the delivery of these routes by Peel is not yet known.
 - The wider highway works conditioned to Liverpool Waters planning consent largely remain undelivered as the quantum of development built out has not triggered the thresholds for the delivery of the works. It is clear that many of these works and their usefulness and relevance

will need to be reviewed by Peel and LCC in future. Other committed highway schemes are underway in the same locations as the Liverpool Waters conditioned works.

- The Ten Streets Masterplan will also be of benefit to the proposed stadium. Bramley-Moore Dock is located within the 'Northern Gateway' area of the Ten Streets area. Within this area the Masterplan includes a public square directly outside the stadium, east of Regent Road. Furthermore, new north-south and east – west pedestrian connections are proposed between Great Howard Street and Regent Road. The Northern Gateway area is designated for future leisure and residential development. It is possible that the proposed leisure uses could enhance the match day experience for supporters at Bramley-Moore Dock.
- Traffic generation data shown in this section will be used to inform the assessment of development impact in Section 13.

7 Transport Strategy methodology

7.1 Introduction

- 7.1.1 In this section the overarching methodology employed by Mott MacDonald to develop the Match Day Transport Strategy and Event Transport Strategy is described. Both follow similar steps, the key difference being that the Match Day Transport Strategy uses Everton supporter survey data to establish preferred modes of travel. The Event Transport Strategy uses the match day modal splits as the basis of the strategy development and is also informed by experiences from other concerts and events across the north west.

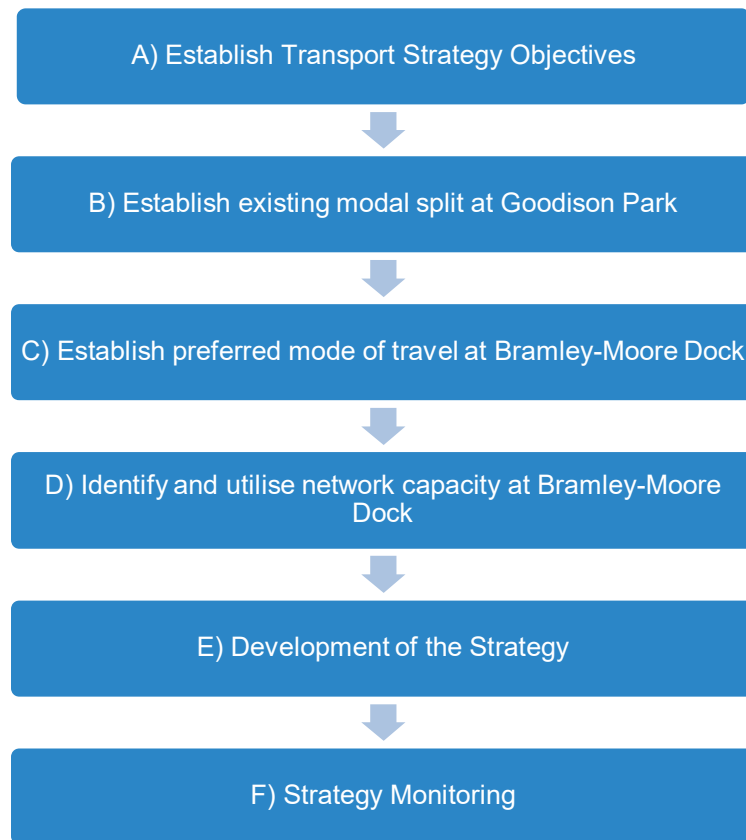
7.2 Match Day Transport Strategy

- 7.2.1 This TA utilises data sourced from a supporter travel survey (December 2018) to establish the existing travel habits of supporters to Goodison Park and supporters' stated preference for travel to the new stadium at Bramley-Moore Dock.
- 7.2.2 Information on the capacity of the transport network has been gathered by surveys undertaken by Mott MacDonald and baseline data provided by Merseytravel and Liverpool City Council as outlined in Section 2.2 prior. Read together these datasets help us understand how supporters would like travel to Bramley-Moore Dock and the capacity of the transport network to accommodate this.
- 7.2.3 This data has been used to establish the modal splits that can be achieved given the existing transport network and maximum carrying capacities of each mode of transport serving the area.
- 7.2.4 The way in which supporters travelling to the new stadium on match days will be facilitated by the area's transport network is set out in the Match Day Transport Strategy. The Strategy provides a framework for ensuring that the transport impacts of the proposed scheme are identified and minimised where it is practical. The methodology to develop this strategy is contained within this section, and the full strategy is provided in Section 11.

Approach

- 7.2.5 The approach to develop the Transport Strategy is intended to be robust and transparent, so the decision-making process is clear at each step of strategy development. The Strategy has been built on several early steps that have been discussed within the previous sections of this Transport Assessment.
- 7.2.6 These steps include:
- Engagement with key stakeholders and public consultation (Section 2).
 - A consideration of relevant transport planning policy and guidance (Section 3).
 - Analysis of the initial baseline transport conditions of the site (Section 4).
- 7.2.7 This has led to the development of the Transport Strategy. The framework for this approach is summarised below:

Figure 48: Match Day Transport Strategy approach



A) Establishing the Transport Strategy Objectives

7.2.8 The objectives of the Transport Strategy have been developed by the Club and Mott MacDonald taking into account the results of:

- Public consultation undertaken in November - December 2018 and July – August 2019.
- Dialogue with transport stakeholders including Liverpool City Council & Merseytravel.
- Review of the results of the supporter transport survey undertaken in December 2018.

7.2.9 Figure 49 below illustrates the key objectives of the Transport Strategy:

Figure 49: Transport Strategy objectives



Source: Mott MacDonald

B) Establishing existing modal split at Goodison Park

- 7.2.10 In December 2018 Everton administered a travel survey to all registered home supporters and those who had attended a match at Goodison Park in the last five seasons. It contained a broad range of questions about current travel habits to Goodison and intended travel to a new stadium at Bramley-Moore Dock. The survey was completed by 8,000 supporters representing approximately 20% of Goodison Park's capacity and just over 15% of Bramley-Moore Dock's capacity.
- 7.2.11 The survey included questions on where people travel from, where they park or alight/board and how many travel in their group. This provided a comprehensive data source with a sufficiently large sample size to be representative of the up to 52,888 people who will attend matches at the proposed stadium site.
- 7.2.12 Using the data in the comprehensive supporter travel survey, a baseline picture of travel patterns to Goodison Park was developed. As well as travel patterns, it gives an understanding

of the times supporters arrive in the area and enter the stadium and who they travel with, which builds up a picture of the profile of supporters.

C) Establish future spectator preferred modal split

- 7.2.13 For the 52,888-capacity stadium, on match days a breakdown of the broad proportion in which spectators are split is provided below:
- Standard home seats: 84%
 - Premium seating: 10% (including boxes and hospitality).
 - Away seats: 5.5%
 - Non-Revenue seats: directors, teams, officials press & media: 0.5%
- 7.2.14 Within the 52,888 capacity 283 wheelchair viewing positions will be provided. The stadium will not only increase spectator capacity compared to Goodison Park, but it will also be improving the facilities which will be available to supporters within and around the stadium complex. The proportion of hospitality seats is higher than that at Goodison Park. Typically, these supporters arrive earlier and depart later than other supporters. Notwithstanding this the transport strategy has been developed to ensure there is sufficient capacity to move all 52,888 people within an hour of final whistle to ensure a robust assessment.
- 7.2.15 It has been agreed with the Club and Liverpool City Council that for this assessment the geographical place of residence of 'new' match goers will be similar in proportion to existing season ticket holders and those on the season ticket waiting list. For the purpose of the assessment it should be noted that travel behaviour of away supporters is assumed to be similar as 'home' supporters. This is in line with other recent planning applications in Liverpool.
- 7.2.16 The travel patterns of 'away' support change from fixture to fixture, influenced by many variables including the scheduled time of match, the competition (Premier League, FA Cup etc), distribution of the away supporter fan base and their typical propensity to travel to away games. Accordingly, these supporters have been assumed to use similar travel modes to home supporters. This will ensure a robust assessment as it will add additional journeys to the local transport network. With this methodology in place the assessment will effectively present a worst-case scenario in terms of impacts on local transport.
- 7.2.17 The 2018 travel survey asked Everton supporters what their likely mode of travel to a new stadium at BMD would be along with other detailed questions such as place of journey origin and likely pre- and post-match routines. This information has been used to establish the preferred mode of travel for supporters at the new stadium.
- 7.2.18 Modal preferences covered supporters' primary mode of travel, as well as their first mile from/last mile to the stadium. The most critical part of travel patterns to understand and accommodate is the mode used for supporters' first mile away from the stadium after a match.
- 7.2.19 The post-match period is the most intense period on match days in terms of transport demand. Supporters tend to arrive at stadiums more gradually pre-match than they depart in the post-match period. The majority of survey respondents indicated that currently they leave Goodison Park more or less immediately as the match finishes. To ensure a robust assessment we need to assume for the purpose of the strategy that 52,888 people will be seeking to enter the transport network in a one-hour frame following a match or event.

D) Identify and utilise transport network capacity at Bramley-Moore Dock

- 7.2.20 The stated preferences for travel were compared against carrying capacities for each mode, garnered from surveys and information provided by Liverpool City Council, Merseytravel, Merseyrail Electrics, and taxi and bus operators as outlined in Section 2.2. Where there are shortfalls in capacity, the potential to increase capacity has been considered as well as provision of alternative travel options. This process has been followed to ensure there is enough capacity in the transport network to carry all 52,888 supporters away from the stadium safely and efficiently in the hour after the final whistle (as well as to the stadium pre-match).
- 7.2.21 The carrying capacity of the transport network and supporters' stated preferences for travel vary between weekday and weekend matches; the transport strategy has been designed to reflect these variations.

E) Development of the Strategy

- 7.2.22 The Transport Strategy has been developed to ensure safe and efficient access and egress to the stadium and to enable the refined modal targets to be achieved to satisfy the objectives of the strategy:
- 7.2.23 A range of necessary interventions have been identified and incorporated, to provide supporters with a wide range of options for travelling, and to ensure no single option is over-burdened or over-depended upon.

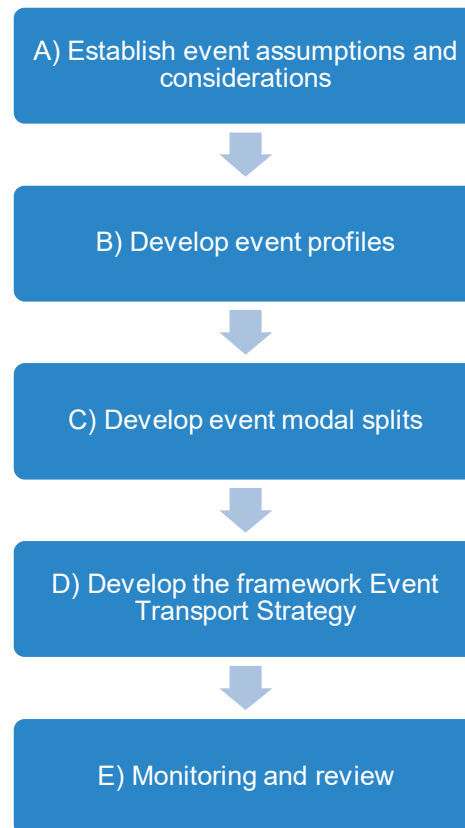
F) Monitoring

- 7.2.24 The Match Day Transport Strategy will evolve and adapt subject to changing transport conditions over time, monitoring and review. There are numerous opportunities for monitoring and refinement of the strategy.
- 7.2.25 Prior to the stadium opening there will be test events held which will provide opportunities for reviewing the proposed strategy. Monitoring will be a continuous process. Mott MacDonald has established the Bramley-Moore Dock Transport Working Group consisting of transport stakeholders such as Liverpool City Council, Merseytravel, Merseyside Police and other transport stakeholders. The group has met on multiple occasions in the pre planning stages of this project as outlined in Section 2.3. Once the stadium opens the group will continue to meet periodically to review and monitor the Transport Strategy and review ways it can be improved.

7.3 Event Transport Strategy

- 7.3.1 The approach to developing the Event Transport Strategy is built upon many of the principles taken to develop the Match Day Transport Strategy. The stadium could possibly host a wide range of non-football event types from music concerts to non-football sports events. The Club has confirmed that there would be a maximum of four such major events per year. The purpose of the framework Event Transport Strategy is to explore the transport management solutions that will be required to help ensure that transport is managed in a safe and sustainable manner on major event days and that implications for the wider transport network are kept to a minimum.

Figure 50: Event Transport Strategy Approach



Source: Mott MacDonald

A) Establishing event assumptions and considerations

7.3.2 It is expected that the majority of major events would take place outside of the football season and therefore in the summer months between mid-May and the end of July. As per match days, maximum spectator capacity would be 52,888 and each day of activity would be classed as one event. Whilst the assessment of impacts for event days has considered this worst-case scenario of 52,888, it is expected that capacity may be lower for some events relating to seat loss associated with the configuration of a stage (if the event is a music concert).

7.3.3 Unlike football supporters who will be used to travelling to the stadium, a substantial number of major event ticket holders are likely to be first time visitors to Bramley-Moore Dock and it will therefore be important that they receive clear, concise travel information well in advance of each event.

B) Developing event profiles

7.3.4 The likely catchment for attendance for major events at the proposed stadium would be from Merseyside, Cheshire, Lancashire, and North Wales, with smaller numbers of attendees from Greater Manchester and beyond. Using experience from major event operations at comparable stadiums across the north west, three event audience profiles have been derived, based on likely proposed event types. Each of the event audience profiles are expected to give rise to slightly different travel patterns, with different transport modes 'working harder' under the different profiles.

C) Developing event modal splits

- 7.3.5 Taking account of the forecast Bramley-Moore Dock match day modal splits, modal splits for event audience profiles have been developed. Within each profile, the proportion of ticket holders travelling by each mode was not projected to exceed the level of travel by the same mode as on match days, unless there was known to be capacity or availability to support the mode split.

D) Developing the framework Event Transport Strategy

- 7.3.6 The framework Event Transport Strategy is intended to serve as a guide for the event bespoke Event Traffic Management Plans (ETMPs) that will need to be prepared for each individual non-football event. The proposed Match Day Transport Strategy was used as the starting point for the framework Event Transport Strategy given that the main principles of the match day strategy have been explored in some detail and agreed with key stakeholders.
- 7.3.7 Using the proposed modal splits under each of the audience profiles, an initial assessment was undertaken to explore whether the match day proposals to support each mode would be relevant or not for the events. Building on the match day proposals, outline strategies were then prepared for key modes including shuttle buses, coaches and taxis, highlighting key actions that need to be undertaken to support travel by staff and ticket holders on event days.

E) Monitoring and review

- 7.3.8 The effectiveness of transport for the major events is to be reviewed following every event for at least the first two years of events. It is expected that the review would commence with a meeting of the Bramley-Moore Dock Transport Working Group and that key findings would be documented within a written observations report. This report would help inform proposed changes to the Event Transport Strategy to help deliver enhanced event day access for supporters and further reduce possible negative transport impacts of the events on the local community where practical.

7.4 Occasions when the Match Day Transport Strategy and Event Day Transport Strategy will be implemented

Match Day Transport Strategy

- 7.4.1 The Match Day Transport Strategy will be implemented when a football match open to spectators is held at the stadium. As is the current situation at Goodison Park, hosting matches will be subject to the issue of a Safety Certificate from Liverpool City Council Building Control. The application is reviewed by the City Council's Safety Advisory Group which is made up of representatives from the City Council, emergency services, and transport bodies. An individual certificate will be required for the football season and amended as required should special circumstances apply for each individual fixture.
- 7.4.2 The Operations Manual which forms part of the required safety documentation contains a number of bespoke plans which must be agreed with Liverpool City Council prior to the match taking place. These include the Event Management Plan (which provides an overview of most operations), Traffic Management Plan, Counter Terrorism Plan, Stewarding Plan and Medical Plan. The Match Day Transport Strategy as presented in this planning application will inform the development of these plans so that the traffic restrictions and sustainable transport measures contained within it can be implemented on match days when appropriate. The Transport Working Group will meet regularly and assist in refining the Traffic Management Plan & Event Management Plan as necessary.

Event Day Transport Strategy

- 7.4.3 The non-football events that will be held at Bramley-Moore Dock may include non-football sporting events as well as music concerts up to a maximum of four times per year. The hosting of these events will also be subject to the same licencing requirements as a football match and will require a Safety Certificate from Liverpool City Council before each of these events may proceed. Again, this would be subject to review by the Liverpool City Council Safety Advisory Group. An individual certificate be would be required for each event.
- 7.4.4 The Event Day Transport Strategy has been developed on the basis of a 52,888 capacity event. Accordingly, the Event Day Transport Strategy as included in the planning application will inform the development of the Event Management Plan and associated plans so that the necessary traffic restrictions and sustainable transport measures contained within it can be implemented on Event Days when appropriate. The Transport Working Group will assist in refining the Traffic Management Plan & Event Management Plan as necessary for each individual event.

Non Event Day & Non Match Day Events

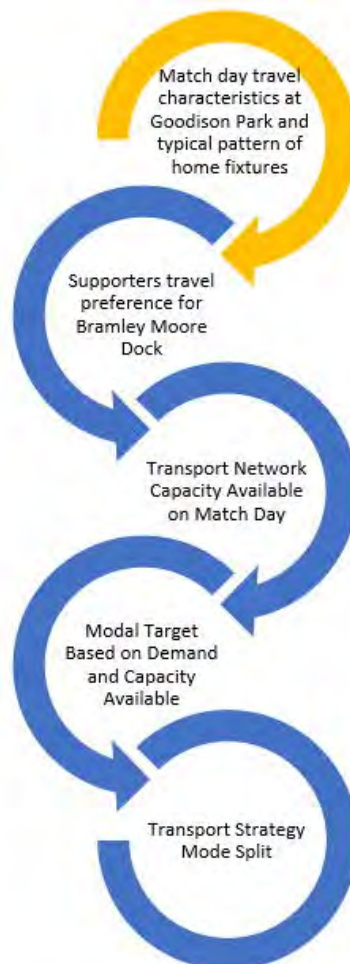
- 7.4.5 It should be noted that football matches and the four major events per year are entirely different in nature to any smaller scale events or exhibitions that may take place at the stadium throughout the year. As set out in Section 5, on non-match days and non-event days the hospitality facilities at the stadium may be used for meetings, banqueting, conferences, weddings and other events. The Club envisages a 'typical' maximum capacity of 500 attendees for these uses plus staff. Clearly on account of the scale of attendance a Safety Certificate or Event Management Plan would not be required on these occasions. This everyday operation would take place under the permitted uses of the site.
- 7.4.6 Should the Club seek to host any event outside of the permitted use of the site whether within the curtilage of the hospitality areas or the plaza or other outdoor curtilage a licence from Liverpool City Council Building Control would be required. The potential attendance of these types of events could be in excess of the typical 500 attendees of conferences but would also be well below stadium capacity.
- 7.4.7 The nature, frequency and expected attendance of these events is not yet known. Notwithstanding this the decision will be made by Building Control and the Safety Advisory Group as part of the licencing process whether the full suite of measures included in the Event Day Transport Strategy, only some of the measures, or none are required for each particular licenced event.

8 Baseline modal splits and travel characteristics of current supporters at Goodison Park

8.1 Introduction

8.1.1 In this Section and through Sections 9 and 10 the process of developing the Transport Strategy mode split is set out in detail. The general process is described in Figure 51. The process starts in this section with an analysis of existing match day travel habits at Goodison Park and a review of fixture frequency. This provides a grounding to understanding how supporter travel habits could change with the proposed new stadium at BMD.

Figure 51: Modal Target Development and Transport Strategy Mode Split Process



Source: Mott MacDonald

8.2 Fixture frequency and Goodison Park travel introduction

- 8.2.1 In order to understand the transport requirements and impact of the stadium, an appreciation of the number of home fixtures played by Premiership football teams is essential. The stadium will only be in active use as a football ground for a limited number of days in the year. This section sets out the number of home matches Everton have played over the past five complete seasons.
- 8.2.2 In order to develop the transport strategy for Bramley-Moore Dock, an understanding of the current travel habits of Everton supporters at Goodison Park will be required. Following the section below detailing a review of typical home fixtures the results of the Everton Travel Survey (typically referred to as the 'supporter travel survey in this Section) which was undertaken in 2018 is provided.

8.3 Competitive fixtures at Goodison Park over past 5 seasons

Fixture split over past 5 seasons

- 8.3.1 Understanding the frequency and timing of fixtures at Goodison Park provides an indication of the likely usage of the new stadium in terms of Everton first team fixtures.
- 8.3.2 Data has been reviewed from the past five full seasons, up to and including the 2018/19 season. A summary of fixture times and days has been provided in the two following tables to show the most frequent kick-off times and to give an indication of the split between weekday and weekend games. Please note only first team fixtures are shown. The data includes the friendly fixtures the first team has played occasionally in the past five seasons typically as a precursor to the start of the Premier League season.

Table 20: Goodison Park – Past 5 Seasons Total Matches Summary

| Day of the Week | Kick-Off Time | Number of Matches |
|-----------------|----------------------|-------------------|
| Monday | 15:00 (bank holiday) | 2 |
| | 17:30 | 1 |
| | 20:00 | 7 |
| Tuesday | 12:30 (bank holiday) | 1 |
| | 19:00 | 1 |
| | 19:45 | 5 |
| Wednesday | 19:45 | 7 |
| | 20:00 | 2 |
| Thursday | 20:05 | 10 |
| Friday | 15:00 (bank holiday) | 1 |
| | 19:45 | 1 |
| | 20:00 | 2 |
| Saturday | 12:30 | 2 |
| | 12:45 | 3 |
| | 15:00 | 40 |
| | 17:30 | 7 |
| Sunday | 13:30 | 8 |
| | 14:05 | 3 |
| | 14:15 | 2 |
| | 15:00 | 4 |

| | | |
|--------------|-------|------------|
| | 16:00 | 9 |
| | 16:15 | 1 |
| | 16:30 | 1 |
| Total | | 118 |

Source: Mott MacDonald

Table 21: Goodison Park – Past 5 Seasons Average Matches Summary

| Day Type | KO Time | No. of Matches | Average | Overall Share % |
|--------------|---------|----------------|-----------|-----------------|
| Weekday | 19:00 | 1 | 0 | 1% |
| | 19:45 | 13 | 3 | 11% |
| | 20:00 | 11 | 2 | 9% |
| | 20:05 | 10 | 2 | 8% |
| Bank Holiday | 12:30 | 1 | 0 | 1% |
| | 15:00 | 3 | 1 | 3% |
| | 17:30 | 1 | 0 | 1% |
| Saturday | 12:30 | 2 | 0 | 2% |
| | 12:45 | 3 | 1 | 3% |
| | 15:00 | 40 | 8 | 33% |
| | 17:30 | 7 | 1 | 6% |
| Sunday | 13:30 | 8 | 2 | 7% |
| | 14:05 | 3 | 1 | 3% |
| | 14:15 | 2 | 0 | 2% |
| | 15:00 | 4 | 1 | 3% |
| | 16:00 | 9 | 2 | 8% |
| | 16:15 | 1 | 0 | 1% |
| | 16:30 | 1 | 0 | 1% |
| Total | | 118 | 24 | 100% |

Source: Mott MacDonald

- 8.3.3 On average, there are a total of 24 first team fixtures per season played at Goodison Park between August and May. The variations in this figure depend on the participation and stage of progression in cup competitions, which, across the past five seasons, have included the FA Cup, the EFL Cup and the Europa League.
- 8.3.4 On average, two thirds of all fixtures are played on a weekend with most of these games taking place on Saturday. All weekday fixtures (excluding bank holidays) kick-off no earlier than 7:45pm. This excludes the SportPesa Trophy match vs Gor Mahia, a friendly match which comprised a lower match day attendance and kicked off at 7pm. This indicates that match day trips are unlikely to conflict with the height of weekday peak traffic periods.
- 8.3.5 As is generally consistent with many major English football stadiums, most fixtures take place on a Saturday with most of these matches kicking-off at 3pm. Sunday fixture kick offs are more widely spread over the three-hour period between 13:30 and 16:30.
- 8.3.6 In terms of Premier League games of the 19 home fixtures: on average 9 of these would be played on Saturday, 4 on Sunday and 6 on a weekday.

Possible changes in future fixtures

- 8.3.7 Regarding possible changes to the trends in fixtures denoted above, there is an increasing shift towards more televised games occurring on Friday and Saturday evening. It should be noted

that this usually only involves a single fixture out of the entire Premier League weekly fixture list i.e. it would be a very rare occurrence for two Premier League Fixtures to be played at the same time on Friday evening. Accordingly, we consider that this would not make a significant difference to the trends outlined above.

- 8.3.8 Other aspects that could affect the spread of fixtures include the new winter breaks proposed for English domestic football. Firstly, a short winter break has come into force for the first time in the 2019-20 season, in which the FA Cup fifth round will be moved to midweek fixtures and settled on the night, while one round of the Premier League will be straddled over two weekends. This will allow for a ten-day break, similar to those existing within other major European football leagues.
- 8.3.9 An unconfirmed longer break is also expected during the 2022-23 season to account for the 2022 FIFA World Cup in Qatar which will take place between November 21st and December 18th. The break could last over a month and likely result in changes to the start and end dates of the proceeding season which the club has identified as its potential open date (2023) for the new stadium.
- 8.3.10 The Covid 19 pandemic has had a disruptive impact on the 2019 – 2020 season. An unscheduled pause in the Premier League season was triggered from early March continuing to mid – June. A pause of over three months. The season recommenced with an accelerated programme of fixtures to complete the season with each club having around 9 – 10 games remaining. All rescheduled fixtures were completed behind closed doors with no spectators. Each club completed their fixtures upon recommencement in a period of around 5 weeks. Similarly, European competitions were disrupted by the pandemic and were paused at the same time as the Premier League season. European competition recommenced in early August with a reduced programme- some two legged ties being reduced to one. Champions League games- quarter finals onwards were all played in Lisbon, Portugal with Europa League Games being played in Germany from the same point.
- 8.3.11 At time of writing it is not known when spectators will be able to fully come back to sporting and other stadium events. The 2020-2021 season will commence later than usual to compensate for the lateness of the preceding season, furthermore the winter break has been removed, and FA Cup replays to reduce the pressure on an accelerated season.
- 8.3.12 In transport terms the main impact of the pandemic has been a dramatic reduction in transport demand with no spectators attending matches and fewer fixtures being played. From the perspective of this Transport Assessment our approach remains robust. The Transport Assessment methodology is to plan for a full stadium of 52,888 spectators with a 'normal' full fixture list.

Typical fixtures per season at Bramley-Moore Dock

Domestic cup competitions

- 8.3.13 The fixture spread discussed above has been used to provide an indication of typical usage scenarios when looking to future use of the new stadium. As previously discussed, the degree of participation in non-Premier League competitions is generally the key driver of fixture variation from season to season. Participation in the Premier League guarantees 19 home fixtures per season.
- 8.3.14 Of the domestic football competitions, the FA Cup and EFL Cup home fixtures are difficult to quantify due to uncertainty of fixture draws. In the past 5 complete seasons the club has played on average 2.4 home EFL or FA cup fixtures per season. The most occurring in 2015/16 when 4

EFL and FA fixtures were played at home, with the club reaching the semi-final of both competitions.

- 8.3.15 To progress to the FA cup final (played at Wembley and the semi-final at a neutral venue, usually Wembley), a Premier League team must progress from the 3rd past the 6th round comprising five fixtures: all or none of which could be played at home. Replays are possible in the third and fourth round. Assuming 50% of FA cup fixtures receive a home draw and no replays, progression to the final or semi- final could require only two home fixtures. It should be noted that typically FA cup games are played on weekends, with replays usually played on weekday evenings.
- 8.3.16 For the EFL cup, Premier League teams commence the competition in the third round. No replays are held in the competition, the semi-final (sixth round) comprises of a two-legged game, one home and one away with the final at Wembley. Therefore, progression to the final could require a maximum of four home fixtures and a minimum of one. It should be noted that EFL cup fixtures are almost exclusively played on weekday evenings with the final being the only weekend fixture.
- 8.3.17 Taking into account the unpredictability of domestic cup competitions, Everton's average of 2.4 domestic ties in the last 5 years and the fact that 4 home cup fixtures were played in reaching the semi-final of both competitions in one season a figure of 3 home domestic cup fixtures is assumed.

European competitions

- 8.3.18 It is the club's ambition through moving to a new stadium at BMD to be challenging at the top end of both the domestic and European game. Should the club qualify for European competition then this would generate the following potential fixtures:
- 8.3.19 For the Europa League:
- The club has participated in the competition twice in the last five seasons.
 - Reaching the final or semi-final of the Europa League depending on initial qualification stage would result in an approximately 7-10 extra home fixtures.
 - The two recent seasons in which the club played in the competition resulted in 5 home fixtures each season including qualification.
- 8.3.20 In the Champions League:
- Progression to the final or semi-final results in 6 home fixtures excluding any qualification rounds.
- 8.3.21 For the purpose of this assessment 5 extra home European fixtures is assumed for any season the club reaches a European competition.

Number of fixtures assumed for typical season

- 8.3.22 Based on these factors, and the average number of fixtures Everton have played over the last 5 seasons a 'typical' season is assumed to contain 23 first team home fixtures consisting of 19 Premier League games, 3 domestic cup games and 1 friendly fixture. For a typical season when the club has qualified for European competition 28 home games is assumed with 23 domestic fixtures and 5 European. This could represent a run in the Europa League or reaching the quarter final of the Champions League.

It should be noted that on account of the unpredictability of cup fixtures a run of 28 home games could also represent the Club reaching the FA cup final, EFL cup final, Champions League final as well as completing all home Premier League fixtures in one season. Therefore, we consider the 23 – 28 home fixture range a robust figure for assessment.

- 8.3.23 Of the Premier League games based on the past five seasons we would expect 9 of these to be played on Saturday, 4 on Sunday and 6 on a weekday. Assuming the three domestic cup games consist of two FA cup ties and one EFL Cup this would result in two more Saturday games and one weekday. All European home fixtures would be played on weekdays. In summary.

Non-European Competition Season:

- 12 Saturday Fixtures.
- 4 Sunday Fixtures.
- 7 Weekday Fixtures.

European Competition Season:

- 12 Saturday Fixtures.
- 4 Sunday Fixtures.
- 12 Weekday Fixtures.

- 8.3.24 Based on the analysis above it has been agreed with Liverpool City Council that the Transport Strategy should focus upon Saturday afternoons and Weekday evenings for the purpose of the planning application as most fixtures are played on these days and times.

8.4 Supporter Survey: Existing Travel Behaviour of Everton Supporters on Match day at Goodison Park

- 8.4.1 The travel behaviour of regular supporters to Goodison Park is well ingrained with most supporters traveling the same way and with the same people every time. For many, travelling to and from the stadium is part of the social experience of match days.
- 8.4.2 In December 2018, approximately 8,000 current and future season ticket holders (supporters on the waiting list for a season ticket) and registered supporters completed a comprehensive online survey covering their current travel habits for matches at Goodison Park, and their expected future travel habits if Everton were to move to a new stadium at Bramley-Moore Dock. This represented a high sample size in relation to the attendees at each match (just over 20% of Goodison Park capacity) and provides a solid indication of future intended travel habits to and from the proposed new stadium.
- 8.4.3 The Club confirms the respondents to the survey represent a good cross section of the fan base: 57% were season ticket holders, 88% had attended a match at Goodison Park in the current season (2018-2019) and 96% in the current season or preceding season. The stated travel patterns for the 8,000 respondents have been scaled up to represent the broad capacity of Goodison Park.

Modal Split

- 8.4.4 The results of the supporter survey – modal split by day – are shown in Table 22. Supporters were asked what their main mode of travel to Goodison Park was. Respondents were asked to provide a separate answer for weekday and weekend fixtures.

Table 22: Modal split of current travel to Goodison Park

| | Weekday % | Weekday fixture | Weekend % | Weekend fixture |
|-------------------------|------------|-----------------|------------|-----------------|
| Car driver or passenger | 69 | 26,963 | 60 | 23,589 |
| Train | 15 | 6,036 | 21 | 8,481 |
| Bus | 5 | 2,090 | 6 | 2,540 |
| Walk | 5 | 1,841 | 5 | 1,963 |
| Taxi | 4 | 1,671 | 5 | 1,920 |
| Coach/minibus | 2 | 857 | 2 | 952 |
| Bicycle | <1 | 24 | <1 | 43 |
| Motorcycle | <1 | 20 | <1 | 16 |
| Totals | 100 | 39,500 | 100 | 39,500 |

Source: Supporter Travel Survey (percentages may not total 100% due to rounding)

- 8.4.5 It should be noted that for weekend matches 95% of respondents said they travel to the match from home with 4% from work (1% other location). On weekday fixtures the figure for travel from home reduced to 81% with 15% travelling directly from work (4% other location).

Car Travel

- 8.4.6 Car drivers and passengers were asked how many people were typically in the car they were travelling in. It was found that the average number of people in a car travelling to a match is 2.4 on a weekday and 2.6 on a Saturday. It is clear that car travel is a popular mode for travel to Goodison Park at present. Most match day cars having multiple passengers is significantly more sustainable than single occupancy car usage.
- 8.4.7 4% of those travelling by car reported that they were dropped off by others or picked up on weekdays, the equivalent figure for weekends was 5%. This equates to around 1,100 people being dropped off on weekdays and 1,200 on weekends.
- 8.4.8 For both weekday and weekend fixtures 50% of car drivers or passengers stated that they parked their cars on the street. Taking into account the match day parking restrictions which surround the stadium on residential streets, most of this parking must take place outside the football parking restrictions with supporters walking upwards of 20 minutes from their cars to Goodison Park.
- 8.4.9 Taking into account the data in Table 22 and the average car occupancy we estimate:
- On weekdays 26,963 supporters travel by car in 11,235 cars
 - On weekends 23,589 supporters travel by car in 9,072 cars.
- 8.4.10 For those travelling to Goodison Park directly by taxi, vehicle occupancy is higher than the private car with 2.7 passengers per cab on weekdays and 3.1 on weekends.

Train Travel

- 8.4.11 For supporters travelling by train to Goodison Park, the stations which supporters alight at, for onward non-rail travel to the game are summarised in Table 23.

Table 23: Station usage for travel to Goodison Park

| Station | Weekday % | Weekday fixture | Weekend % | Weekend fixture |
|-------------|-----------|-----------------|-----------|-----------------|
| Kirkdale | 43 | 2,614 | 40 | 3,378 |
| Lime Street | 29 | 1,721 | 33 | 2,791 |
| Sandhills | 16 | 952 | 14 | 1,178 |

| | | | | |
|--------------------------------------|------------|--------------|------------|--------------|
| Bank Hall | 6 | 385 | 6 | 528 |
| Central, Moorfields, James Street | 5 | 281 | 6 | 528 |
| Other | 1 | 83 | 1 | 78 |
| Total | 100 | 6,036 | 100 | 8,481 |

Source: Supporter Travel Survey (percentages may not total due to rounding)

8.4.12 Kirkdale is the most popular station on both weekdays and weekend. This is both the closest station to Goodison Park and the station with the most direct walking route. The second most popular station is Liverpool Lime Street which is the main destination for national and regional train services. When combined with the other city centre stations of Central, Moorfields and James Street we see that on weekday fixtures some 34% of train travellers use city centre stations and 39% on weekends. This is still not as many supporters as those who use Kirkdale.

8.4.13 Train passengers were asked how they travel onwards from the station to Goodison Park, responses are summarised in Table 24.

Table 24: Onward travel to Goodison Park from train stations

| Mode | Weekday % | Weekend % |
|-----------|-----------|-----------|
| Walk | 54 | 51 |
| Taxi | 16 | 22 |
| Soccerbus | 19 | 17 |
| Bus | 9 | 8 |
| Other | 2 | 2 |
| Total | 100 | 100 |

Source: Supporter Travel Survey

8.4.14 Walking is the most popular onward travel mode from stations, accounting for over half of respondents. Next popular on weekends are taxis. Taxi takes third place on weekdays with the Soccerbus proving more popular. Soccerbus only runs from Sandhills Station.

Bus Travel

8.4.15 For those supporters travelling to Goodison Park by bus the most popular services are summarised in Table 25.

Table 25: Bus Travel to Goodison Park

| Bus | % Weekday | % Weekend |
|--|-----------|-----------|
| 19: Liverpool – Everton FC -Gill Moss – Croxteth - Kirkby | 15 | 13 |
| 20: Liverpool – Everton – Walton – Fazakerley – Kirkby | 15 | 14 |
| 21: Liverpool – Everton – Walton – Fazakerley – Kirkby – Northwood | 13 | 13 |
| 919: Liverpool – Goodison Park direct | 10 | 10 |
| 68: Bootle – Walton – Anfield – Tuebrook – Wavertree – Aigburth | 9 | 9 |
| 81 & 81A – Bootle – Broadgreen – Hunts Cross - Speke | 8 | 10 |
| Other various services | 30 | 31 |
| Total | 100 | 100 |

Source: Supporter Travel Survey

8.4.16 On weekdays 43%, and 40% on weekends of those travelling by bus use either the 19, 20 or 21 services. These services all run between the Kirkby area and Liverpool city centre, passing near Goodison Park en-route on County Road or Walton Lane. The 919 service handles 10% of bus

passengers. This is a dedicated match day service which runs from St John's Lane in Liverpool city centre directly to Walton Lane outside Goodison Park. The 68 runs from Bootle in the north past Goodison Park via County Road, Spellow Lane and Walton Lane southwards towards Aigburth. The 81 services pass near to Goodison Park on Queens Drive.

- 8.4.17 The majority of supporters taking the bus to matches use everyday commercial services. The dedicated match day service from Liverpool Centre only accounts for around 10% of bus travel and less than 1% of all match day travel.

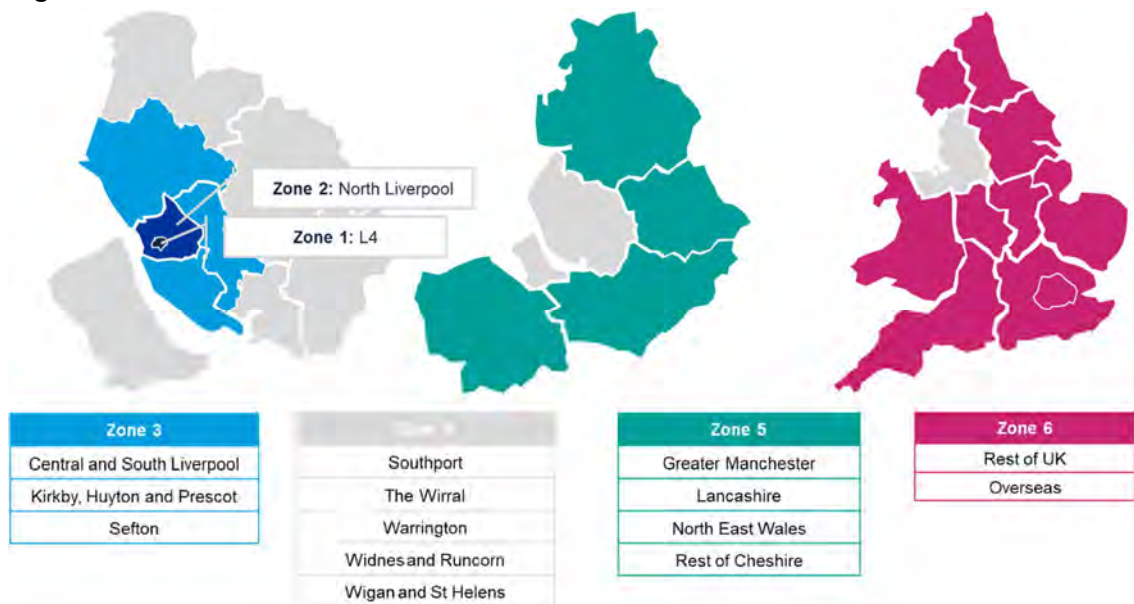
Walking and Cycling

- 8.4.18 5% of supporters walk directly to the stadium on match days. This equates to around 2,000 people per fixture who will walk directly from their place of work or home to the stadium.
- 8.4.19 In terms of cycling, much less than 1% of supporters currently travel in this way. Cycling to matches presents a number of issues. Firstly, crowds outside the stadium mean that cyclists would need to dismount some distance from the stadium. Secondly, they would need to wheel their bike through crowds to the area they choose to lock up their bike, which they would need to leave outside the stadium unattended for the duration of the game.

8.5 Spectator home addresses

- 8.5.1 As of the end of the 2018 /2019 season there are 35,880 supporters who either have a season ticket or are on the season ticket waiting list. The Club has grouped supporters' home addresses in to six zones based on post codes as follows:

Figure 52: Home address zones



Source: Everton FC

- 8.5.2 The number of people of who live in each of these zones, and the percentage of these, are shown in Table 26. A more detailed breakdown of these zones is shown in Figure 53.

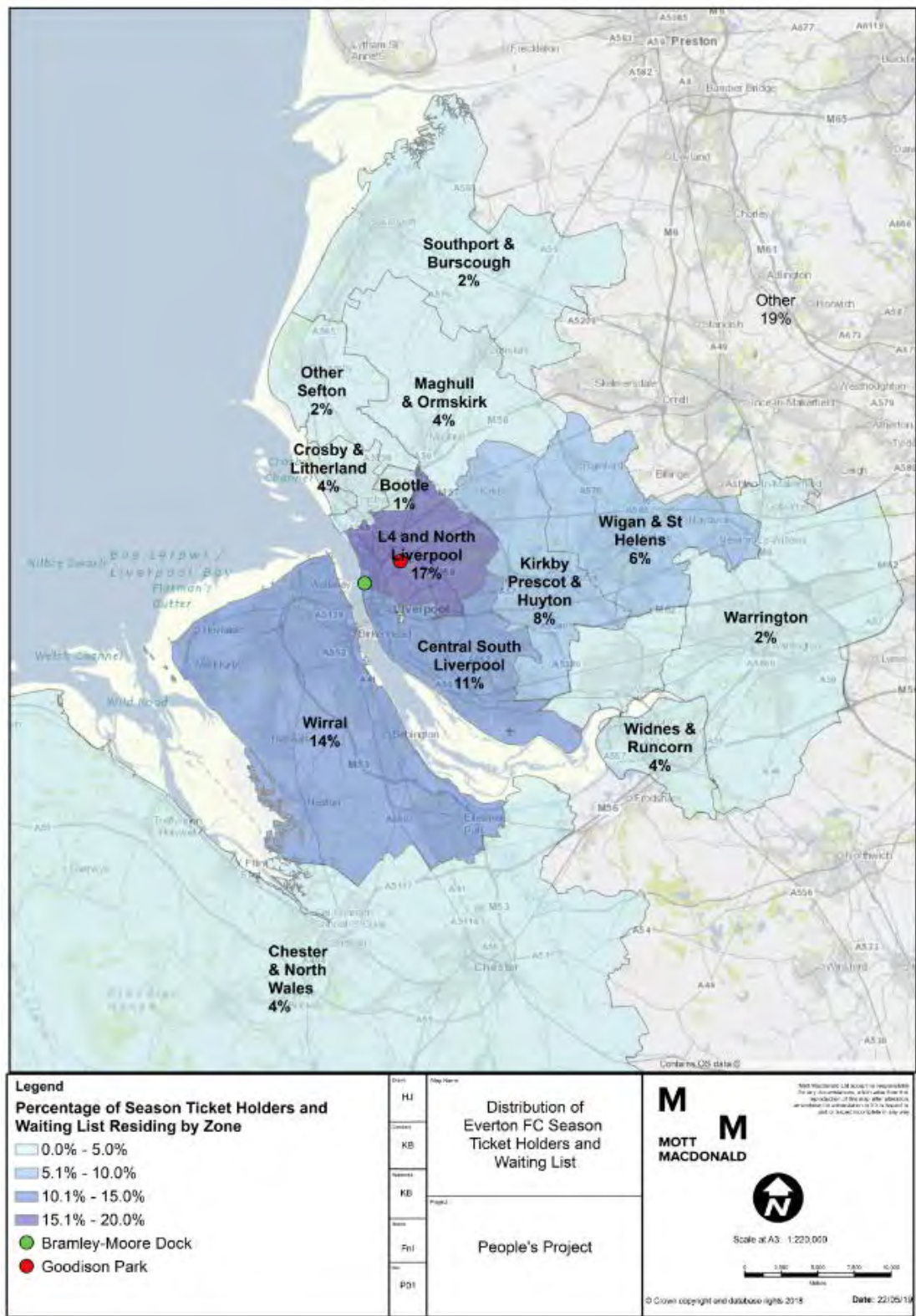
Table 26: Home addresses of Everton FC Season Ticket Holders and Waiting List by zone

| | People | % |
|--|---------------|-------------|
| Zone 1: L4 Parts of Anfield, Kirkdale & Walton | 1,169 | 3% |
| Zone 2: North Liverpool: L5, 6, 9-13, & 20 | 5,033 | 14% |
| Zone 3: Central & S Liverpool, Kirkby, Huyton, Prescott, South Sefton | 11,286 | 31% |
| Zone 4: Southport, Wirral, Warrington, Widnes & Runcorn, Wigan & St Helens | 10,035 | 28% |
| Zone 5: Greater Manchester, Lancashire, NE Wales, Cheshire | 3,980 | 11% |
| Zone 6: Rest of UK and Overseas | 4,377 | 12% |
| Total | 35,880 | 100% |

Source: Everton FC

- 8.5.3 Nearly half of season ticket holders and people on the waiting list for a season ticket (49%) live in Zones 1-3. Over three quarters (76%) live within the general boundary area of the Liverpool City Region (Comprising the local authority areas of Liverpool, Sefton, St Helens, Wirral, Halton, & Knowsley. It should be noted that Wigan is within Greater Manchester but has good transport links with the LCR area).
- 8.5.4 It is clear that the existing core fan base has a distinctly local character. Indeed, in broad terms around 88% of the fan base resides in the North West. The Club has stated that they expect that the majority of the fan base that will fill the additional capacity of the stadium will be drawn from a similar geographical area as the existing fan base.

Figure 53: Season Ticket Holder & Waiting List by Area



8.6 Match day routine

Pre-match

- 8.6.1 As part of the travel survey supporters were asked what they do prior to kick off, and whether they simply go to the stadium rather than eat or meet elsewhere. Table 27 summarises the responses.

Table 27: Pre match activities at Goodison Park

| Activity | Weekday % | Weekend % |
|--|-----------|-----------|
| I travel directly to Goodison Park and enter the stadium | 49 | 36 |
| I travel to the Goodison Park area and socialise there before the game | 39 | 46 |
| I socialise in Liverpool City Centre and then travel to Goodison Park | 5 | 10 |
| I socialise in another location and then travel to Goodison Park | 6 | 8 |
| Total | 100 | 100 |

Source: Everton FC

- 8.6.2 Different trends can be seen between weekday and weekend pre-match routines with more supporters simply travelling to the stadium and entering on weekdays compared to weekends when more social activity takes place.
- 8.6.3 It is notable that only 10% of supporters congregate in the city centre on match days reducing to 5% on weekdays. As can be seen in the next section, much of Everton's fan base is local. Therefore, most supporters can make use of local transport links to travel directly to the Goodison Park area from home or work. They do not need to use the city centre as a transport hub (for parking or train travel) nor are they staying in hotels in the city centre on match days being based away from the north west.
- 8.6.4 It is clear that the majority of pre-match socialising takes place in the Goodison Park area with 39% of supporters doing this on weekdays and 46% on weekends. County Road provides a focus for this activity on match days.
- 8.6.5 Supporters were asked how soon on match days they arrive in the Goodison Park area and how soon before kick-off they enter the stadium. The average results are summarised in

Table 28: Average time of arrival at Goodison Park and local area

| Scenario | Weekday minutes before kick off | Weekend minutes before kick off |
|----------------------|---------------------------------|---------------------------------|
| Arrive in local area | 47 | 52 |
| Enter the stadium | 25 | 24 |

Source: Everton FC

Post-Match

- 8.6.6 Supporters were asked what factors influence the time they depart the stadium and the local area following a match at Goodison Park. Table 29 explores this. Please note in the survey supporters could select more than one option. Therefore, the percentage column represents the proportion of respondents who confirmed each item was a contributing factor.

Table 29: Factors Influencing Departure Times from Goodison Park

| Factor | Percentage |
|-------------------------------------|------------|
| Match result | 33 |
| Journey time | 31 |
| Avoiding crowds at the stadium | 32 |
| Avoiding queues on public transport | 7 |
| Socialising after the game | 13 |
| Post – match hospitality | 2 |
| None of the above | 18 |

Source: EFC

8.6.7 The most popular factor in timing of leaving was non-transport related. Clearly after a defeat, supporters will want to leave the stadium quickly compared with a victory where many may pause to celebrate. Avoiding journey delay be it walking in crowds or on public transport are also important factors when leaving the stadium.

8.6.8 Supporters were asked how soon after the final whistle they left the match. For weekdays and weekends 85% of supporters stated they either left 5 minutes before final whistle or within 5 minutes following final whistle. Therefore, it can be concluded that regardless of match result demand for onward travel from Goodison Park is typically sudden in the post-match period with 85% of supporters leaving the stadium within a 10-minute period.

8.7 Summary

8.7.1 The analysis undertaken in this section provides key details of supporter travel behaviour at Goodison Park. This section has also assessed the typical number of first team home fixtures played at Goodison Park and how this could change in future.

8.7.2 The move to a proposed new stadium at Bramley-Moore Dock presents the opportunity to promote sustainable travel as supporters think afresh on what their new travel and match day routines will be. Some key points that this section has revealed which will be taken forwards to influence the development of the Transport Strategy include:

- For a 'typical' season at the new stadium in which Everton has qualified for a European competition there would be approximately 28 first team fixtures, 12 played on Saturday, 4 on Sunday, and 12 on a weekday.
- For a 'typical' season at the new stadium in which Everton has not qualified for a European competition there would be approximately 23 first team fixtures, 12 played on Saturday, 4 on Sunday, and 7 on a weekday.
- It has been agreed with LCC that for the purpose of the planning application that the Transport Strategy should focus on Saturday afternoons and weekday evening as most fixtures are held on these days and times.
- Although more than 50% of Everton supporters travel by car to Goodison Park, occupancy is on average 2.4 – 2.6 per vehicle. Occupancy of taxi is higher at 2.7 – 3.1 passengers per vehicle.
- Kirkdale is the most popular train station with Everton supporters. 15% - 21% of supporters travel by train with 40%-43% of these travelling via Kirkdale. The city centre stations are the next popular carrying 34%-39% of train travellers combined. Most supporters walk from the train station to the stadium, the next most popular mode being taxi and then Soccerbus.
- For bus travel only 5% of supporters travel in this way, the vast majority using existing commercial bus services rather than specific match day only services.

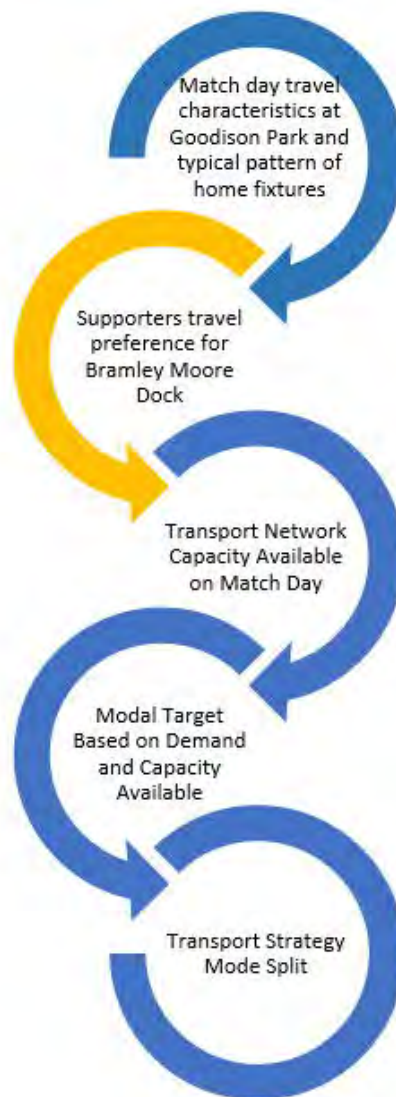
- 5% of supporters walk, reflecting the local fan base, whereas cycling represents a mode share below 1%.
- Everton's core fan base is distinctly local and therefore means there is great potential for encouraging sustainable travel to Bramley-Moore Dock.

9 Spectator profile and stated intention for supporter travel at Bramley-Moore Dock

9.1 Introduction

In this section, supporters' answers on how they envisage they would travel to a new stadium at Bramley-Moore Dock are analysed. By understanding how supporters wish to travel to Bramley-Moore Dock the Transport Strategy can be shaped and informed by this information. Data has been taken from the 2018 supporter travel survey. This constitutes the second main stage in the Transport Strategy mode split process illustrated in Figure 54 below.

Figure 54: Modal Target Development and Transport Strategy Mode Split Process



Source: Mott MacDonald

- 9.1.1 In order to develop the Transport Strategy, it has been assumed that the stated travel patterns of 8,000 respondents are representative of the 52,888 attendees. The responses given by the 8,000 respondents have been correspondingly factored up to represent the capacity of the stadium.

9.2 Supporter Survey- Demand for Travel at Bramley-Moore Dock

Modal split

- 9.2.1 Supporters were asked what their main mode of travel to the new stadium would be at Bramley-Moore Dock. The stated preference, in terms of the number of people travelling by each mode, is shown in Table 30.

Table 30: Number of people by mode and day (stated preference)

| Mode | Weekday % | Weekday Number | Weekend % | Weekend Number |
|-------------------------|-------------|----------------|-------------|----------------|
| Car driver or passenger | 43% | 22,778 | 32% | 17,097 |
| Train | 37% | 19,592 | 46% | 24,475 |
| Bus | 8% | 4,165 | 9% | 4,770 |
| Walk | 4% | 2,230 | 4% | 2,341 |
| Taxi | 6% | 2,999 | 6% | 3,020 |
| Coach/minibus | 2% | 993 | 2% | 1,057 |
| Bicycle | <1% | 119 | <1% | 117 |
| Motorcycle | <1% | 12 | <1% | 12 |
| Totals | 100% | 52,888 | 100% | 52,888 |

Source: Supporter Travel Survey

- 9.2.2 Car travel is the most popular choice on weekdays with train close behind. Taken together these two modes account for 80% of supporter travel. Train and car make up the most popular modes on weekends, this time with train travel being the most preferred mode, followed by car travel. Taken together these modes make up 78% of all supporter travel.

Comparison of existing Goodison Park travel and stated preferred Bramley-Moore Dock travel

- 9.2.3 Table 31 below illustrates the existing mode split at Goodison Park compared against the stated mode split for Bramley-Moore Dock for a weekday match.

Table 31: Comparison of travel to Goodison Park and Bramley-Moore Dock (weekday)

| Mode | Goodison Park - people | Goodison Park – modal share | BMD - people | BMD – modal share |
|-------------------------|------------------------|-----------------------------|---------------|-------------------|
| Car driver or passenger | 26,963 | 69% | 22,778 | 43% |
| Train | 6,036 | 15% | 19,592 | 37% |
| Bus | 2,090 | 5% | 4,165 | 8% |
| Walk | 1,841 | 5% | 2,230 | 4% |
| Taxi | 1,671 | 4% | 2,999 | 6% |
| Coach/minibus | 857 | 2% | 993 | 2% |
| Bicycle | 24 | <1% | 119 | <1% |
| Motorcycle | 20 | <1% | 12 | <1% |
| Total | 39,500 | 100% | 52,888 | 100% |

Source: Supporter Travel Survey (note numbers may not add exactly due to rounding)

9.2.4 As can be seen the demand for public transport as a percentage of all travel is greater for Bramley-Moore Dock than the current situation at Goodison Park, this is most pronounced for train travel. Demand for travel by car as a percentage is lower for Bramley-Moore Dock than Goodison Park. It should be noted that assuming the stated mode preference at Bramley-Moore Dock can be met, despite the higher stadium capacity at Bramley-Moore Dock the number of potential car drivers and passengers at Bramley-Moore Dock is lower than the equivalent figure at Goodison Park.

9.2.5 Table 32 shows the number of people and modal share of people travelling to Goodison Park compared to stated intention for Bramley-Moore Dock for a weekend fixture.

Table 32: Comparison of travel to Goodison Park and Bramley-Moore Dock (weekend)

| Mode | Goodison Park - people | Goodison Park – modal share | BMD - people | BMD – modal share |
|-------------------------|------------------------|-----------------------------|---------------|-------------------|
| Car driver or passenger | 23,589 | 60% | 17,097 | 32% |
| Train | 8,481 | 21% | 24,475 | 46% |
| Bus | 2,540 | 6% | 4,770 | 9% |
| Walk | 1,963 | 5% | 2,341 | 4% |
| Taxi | 1,920 | 5% | 3,020 | 6% |
| Coach/minibus | 952 | 2% | 1,057 | 2% |
| Bicycle | 43 | <1% | 117 | <1% |
| Motorcycle | 16 | <1% | 12 | <1% |
| Total | 39,500 | 100% | 52,888 | 100% |

Source: Supporter Travel Survey (note numbers may not add exactly due to rounding)

9.2.6 A similar trend to the weekday figures is shown with a swing towards public transport for travel to Bramley-Moore Dock, this coming at the expense of car travel. The supporter travel survey indicates that 57% of people are proposing to use public transport on a weekend, and 47% on a weekday, compared to 32% on a weekend and 43% on a weekday that intend to use a private car. This demonstrates a willingness to shift towards using public transport compared to current travel to Goodison Park. Currently 69% of people travel by car on a weekday and 60% on a weekend.

9.2.7 Of the people who currently travel to Goodison Park by car, 36% have indicated they will travel by a more sustainable mode on a weekday, and 52% on a weekend. This compares to just 4%

of people in both cases who currently travel sustainably indicating they intend to travel by car to Bramley-Moore Dock.

- 9.2.8 It should be noted that the average car occupancy of supporters who state they will travel to Bramley-Moore Dock by car is slightly higher than the equivalent figure for Goodison Park, with an occupancy of 2.5 on weekdays (2.4 for Goodison Park) and 2.7 on weekends (2.6 for Goodison Park).
- 9.2.9 A similar higher occupancy is also expected at the new stadium for taxi travel. For those travelling in this way at the new stadium the expected occupancy is 2.8 passengers per vehicle for weekdays (2.7 for Goodison Park) and 3.2 on weekends (3.1 for Goodison Park).
- 9.2.10 For those travelling by car 7% of respondents said they would get dropped off / picked up from the new stadium. This is a higher proportion than the 4% of supporters travelling by car to Goodison Park who say they are currently dropped off at the stadium on weekdays and 5% on weekends.

Spatial variation in mode share

- 9.2.11 The supporter profile of the respondents to the 2018 supporter travel survey closely matches the fan base in terms of frequency of attending matches at Goodison Park. A small degree of re-weighting of the supporter survey results has been undertaken and is represented in all supporter survey data presented from this section onwards. This was undertaken on account of a small oversampling of people who live outside the Liverpool City Region. The sample size from each home address postcode area has therefore been weighted to more closely correlate to the home address profile of season ticket holders and people on the season ticket waiting list.
- 9.2.12 Table 33 & Table 34 below show the weekday and weekend modal share by Everton FC's zones for season ticket holders (and those on the waiting list). Refer back to 8.5 for more detail on these zones. The tables demonstrate how travel demand for various modes varies geographically.

Table 33: Modal share by Zone of Destination (Weekday Post-Match)

| Mode | Zone 1- L4 | Zone 2- North Liverpool | Zone 3- Central & South Liverpool | Zone 4- Southport, Wirral, Warrington, Widnes | Zones 5 & 6- Rest of UK |
|--------------------------|------------|----------------------------|--|---|----------------------------|
| Car Driver and Passenger | 17% | 33% | 34% | 49% | 58% |
| Train | 18% | 31% | 51% | 41% | 22% |
| Bus | 29% | 17% | 6% | 4% | 5% |
| Walk | 23% | 8% | 3% | 1% | 4% |
| Taxi | 12% | 11% | 5% | 2% | 6% |
| Coach / Minibus | 0% | <1% | <1% | 2% | 6% |
| Bicycle | 1% | <1% | <1% | <1% | 0% |
| Motorcycle | 0% | 0% | 0% | <1% | 0% |

Source: Supporter Travel Survey / Mott MacDonald

Table 34: Modal share by Zone of Destination (Weekend Post-Match)

| Mode | Zone 1- L4 | Zone 2- North Liverpool | Zone 3- Central & South Liverpool | Zone 4- Southport, Wirral, Warrington, Widnes | Zones 5 & 6- Rest of UK |
|--------------------------|------------|----------------------------|--|---|----------------------------|
| Car Driver and Passenger | 16% | 25% | 25% | 34% | 47% |
| Train | 16% | 34% | 60% | 55% | 30% |
| Bus | 30% | 20% | 8% | 5% | 5% |
| Walk | 27% | 9% | 2% | 2% | 5% |
| Taxi | 10% | 11% | 5% | 3% | 6% |
| Coach / Minibus | <1% | <1% | 0% | 1% | 6% |
| Bicycle | 1% | <1% | 0% | 0% | 0% |
| Motorcycle | <1% | 0% | 0% | 0% | 0% |

Source: Supporter Travel Survey / Mott MacDonald

- 9.2.13 It can be seen that demand for car travel tends to increase the further away the zone is located from the application site. Demand for train travel is most attractive for those residing in Zones 3 and 4.

Potential Market for travel modes- Last mile of the journey

- 9.2.14 A more detailed breakdown of stated preferential mode of transport has been developed to identify the preferred mode of transport for supporters' last mile to, and first mile away, from the stadium pre- and post-match respectively.
- 9.2.15 In the travel survey, supporters were asked to identify their intended main mode of transport to/from Bramley-Moore Dock. If using public transport, rail or bus, respondents were asked to identify the station or bus stop they would use.
- 9.2.16 If the station or stop was in the city centre rather than Sandhills (for rail) or a bus stop nearby to Bramley-Moore Dock (e.g. Vauxhall Road), respondents were then asked how they would travel to the stadium for the last/first mile of their journey with options including walk, taxi, service bus and shuttle bus.
- 9.2.17 Supporters who said they would travel to the new stadium mainly by car were given a choice of where to park: the city centre, nearby paid car park, stadium car park or on street or off street some distance away. They were also given the option of being picked up / dropped off by others. A similar split of last/first mile modes was inferred for those that said they would park in the city centre to access the stadium.
- 9.2.18 It should be noted the service bus mode includes regular scheduled services from nearby bus stops either to access the city centre (including for onward travel or to access parking) or for direct journeys. The taxi mode includes those travelling to the city centre or directly from/to their destination.
- 9.2.19 Table 35 shows the calculated 'last mile' mode share based on the mode split identified from the supporter survey for the pre-match arrival. Table 36 shows the 'first mile' departure mode share post-match. The difference between pre-match and post-match travel patterns is based on where people said they would travel from prior to the match (from home, work or 'other' place), whereas for post-match more supporters are travelling home.

Table 35: Stated preference potential market for each mode at Bramley-Moore Dock – pre-match

| | Weekday modal share | Weekday people | Weekend modal share | Weekend people |
|---------------------------------|------------------------|-------------------|------------------------|-------------------|
| Train to Sandhills (from north) | 13% | 6,849 | 15% | 7,860 |
| Train to Sandhills (from south) | 13% | 6,770 | 14% | 7,169 |
| Service bus | 7% | 3,890 | 8% | 4,153 |
| Shuttle bus to city centre | 4% | 1,912 | 4% | 2,195 |
| Coach / Minibus | 2% | 993 | 2% | 1,057 |
| Taxi | 9% | 4,629 | 10% | 5,376 |
| Drop-off | 3% | 1,481 | 2% | 1,197 |
| Walk to city centre | 10% | 5,133 | 13% | 6,755 |
| Walk in other directions | 6% | 3,106 | 7% | 3,490 |
| Car from stadium | 2% | 1,251 | 3% | 1,299 |
| Car from nearby | 23% | 12,189 | 17% | 8,788 |
| Car from further away | 9% | 4,556 | 6% | 3,419 |
| Bicycle / Motorcycle | <1% | 131 | <1% | 128 |
| TOTAL | 10% | 52,888 | 100% | 52,888 |

Source: Supporter Travel Survey / Mott MacDonald

Table 36: Stated preference potential market for each mode at Bramley-Moore Dock – post match

| | Weekday modal share | Weekday people | Weekend modal share | Weekend people |
|-----------------------------------|------------------------|-------------------|------------------------|-------------------|
| Train from Sandhills (Northbound) | 14% | 7,363 | 15% | 8,024 |
| Train from Sandhills (Southbound) | 12% | 6,455 | 13% | 7,107 |
| Service bus | 7% | 3,822 | 8% | 4,153 |
| Shuttle bus to city centre | 4% | 1,920 | 4% | 2,196 |
| Coach / Minibus | 2% | 983 | 2% | 1,039 |
| Taxi | 9% | 4,549 | 10% | 5,364 |
| Pick-up | 3% | 1,482 | 2% | 1,191 |
| Walk to city centre | 10% | 5,156 | 13% | 6,762 |
| Walk in other directions | 6% | 3,019 | 7% | 3,479 |
| Car from stadium | 2% | 1,251 | 3% | 1,299 |
| Car from nearby | 23% | 12,203 | 16% | 8,742 |
| Car from further away | 9% | 4,560 | 6% | 3,404 |
| Bicycle / Motorcycle | <1% | 124 | <1% | 127 |
| TOTAL | 100% | 52,888 | 100% | 52,888 |

Source: Supporter Travel Survey / Mott MacDonald

- 9.2.20 In terms of pre- and post-match travel, the post-match period is the most intense, with most supporters leaving the stadium very soon after final whistle. The build up to a game in the pre-match scenario is generally more measured. Accordingly, it is the post-match departure scenario which will put most strain on the surrounding transport network.
- 9.2.21 It is clear that the most popular 'first mile' journeys following final whistle are stated to be walking to rail services at Sandhills (26-28%), walking to the city centre (10-13%) and walking towards parked cars in various locations nearby (16-23%).

- 9.2.22 The analysis above is calculated purely from supporters stated preference. No account has been taken in the analysis on limitations in terms of parking or public transport capacity. This stated modal preference will now be used in the next section, along with transport capacity data to inform the development of the match day Transport Strategy.

9.3 Summary

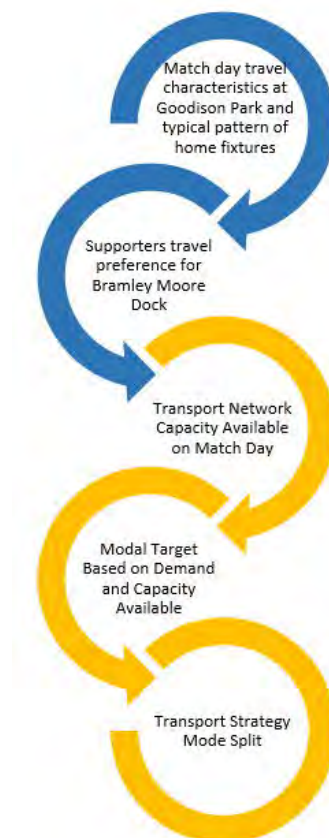
- 9.3.1 This section has analysed the results of the 2018 travel survey in terms of supporters stated preference of mode of travel to and from the application site (Bramley-Moore Dock).
- 9.3.2 All figures presented on the number of supporters traveling by each mode are based entirely on what supporters indicated they would do in the supporter travel survey which has been scaled up for the 52,888 capacity of the new stadium.
- 9.3.3 The following key conclusions have been identified from this analysis which will inform the development of the Transport Strategy:
- It is clear that more supporters would consider using public transport in travelling to and from Bramley-Moore Dock when compared with existing mode splits at Goodison Park.
 - Many supporters have recognised the opportunity that the proposed development has in terms of its proximity to Sandhills station and the public transport connectivity this provides.
 - The willingness to use public transport has come at the expense primarily of private car use.
 - When analysing the mode split and the resulting 'first mile' and 'last mile' of supporters journeys it is clear that a significant proportion of supporters will travel independently between the city centre and the stadium, either on foot or by shuttle bus. Supporters will travel here for car parking, onward travel by bus or train, to socialise or back to their point of origin.
- 9.3.4 The next section examines how the current capacity of various components of the transport network will influence the movements of supporters pre- and post-match, leading to the derivation of target mode splits for stadium access/egress in each match day scenario.

10 Transport network capacity and target modal movements

10.1 Introduction

10.1.1 In this section the final three stages of the modal target development and Transport Strategy mode split process (illustrated in Figure 55) is covered. For the Transport Strategy to be deliverable an in depth understanding of the capacity of the transport network is required. We need to identify what limits there are on all transport modes on match days to understand where improvements or mitigations may be necessary.

Figure 55: Modal Target Development and Transport Strategy Mode Split Process



- 10.1.2 In the previous section the potential demand to expect for each travel mode was analysed. Supporters who completed the supporter travel survey were able to select their preferred options for travelling to and from matches at Bramley-Moore Dock. However, not all modes will have the capacity to carry all of the preferred demand for that mode.
- 10.1.3 In this section the level of available capacity is analysed in terms of rail, bus, active travel modes and parking. This section details any limits to the carrying capacity of each mode, where applicable, and presents an emerging target mode split for each scenario based on these

capacity constraints. These target mode splits then form the basis of the Transport Strategy for the application proposal at Bramley-Moore Dock, discussed in detail in the following section. The capacities for each transport mode have been developed via survey work and through discussions with public transport operators (Merseyrail, Arriva, Stagecoach, and Unite the Union representing taxis).

10.2 Match day transport capacity

10.2.1 The following sections describe the identified carrying capacity of each applicable mode in turn. Given that the peak transport requirements are expected to be observed after the match when large crowds of people all depart the stadium at the same time, the focus of these sections is on the post-match period. This is consistent with earlier observations from the supporter travel survey (Match day routine in Section 8.6)

Rail

10.2.2 As has been set out in the previous section, Sandhills will play a key role in the emerging Transport Strategy as a result of the high demand for rail travel.

10.2.3 The carrying capacity for rail travel from Sandhills Station is limited by two factors:

- the capacity of the trains and;
- the capacity of the station.

10.2.4 By the time the proposed stadium would be operational in 2023, services on Merseyrail through Sandhills will be provided by new class 777 rolling stock formed of either 4 or 8 carriages. One of the advantages of this new stock is a significant increase in overall capacity with 4-car trains accommodating 486 and 8-car trains accommodating 972 persons comfortably in non-crush conditions.

10.2.5 The main factors limiting the capacity of Sandhills station is the area of the platform, width of the subway underneath the platform and number of entrances onto the platform. Discussions with Merseyrail Electrics, Merseytravel, Liverpool City Region Combined Authority and Network Rail have revealed that the main limiting factor in terms of rail capacity at Sandhills is in fact the station itself rather than the available capacity of the trains passing through.

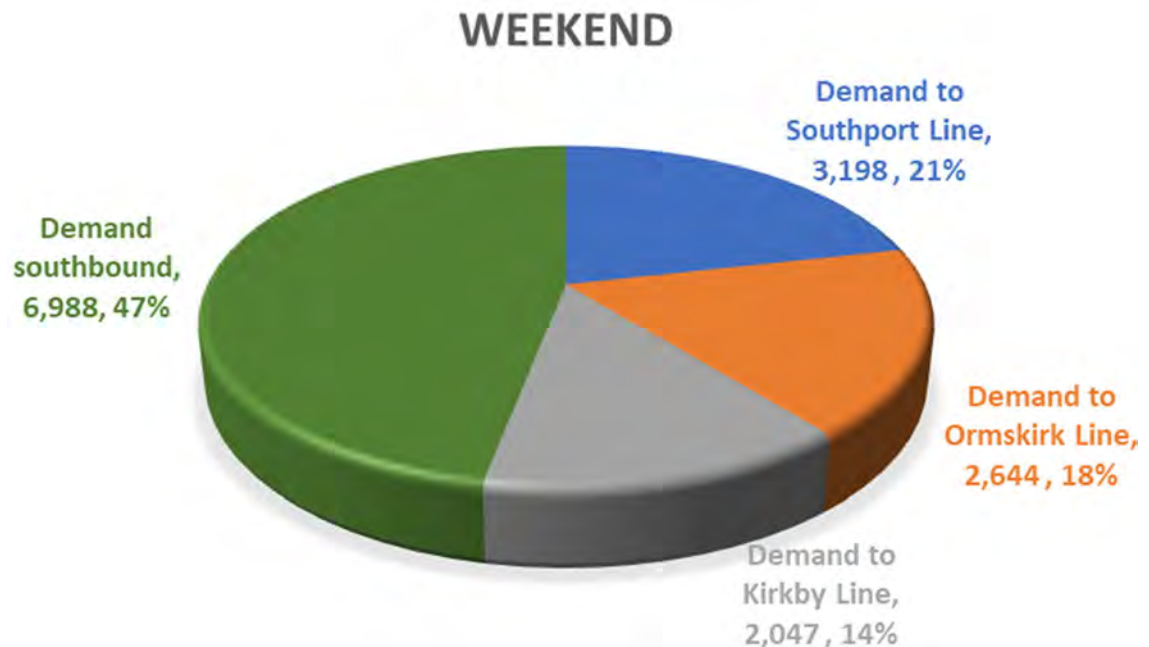
10.2.6 The period of highest and most intense demand for rail travel will be the post-match period. Merseyrail Electrics has stated that on account of the limited width through the Sandhills Station subway and the need to maintain access in both direction at all times they estimate the throughput of the subway at 2,500 passengers per hour through the station to board a train on the platform.

10.2.7 In the previous section, the stated preferential mode split for the new stadium was determined from the supporter travel survey (Table 35 & Table 36). This identified a potential demand for northbound rail travel from Sandhills in the post-match scenario of 7,500 – 8,000 on a Saturday (which is also assumed for a Sunday), and 7,000 – 7,500 on a weekday. In the southbound direction, the potential demand is 6,500-7,000 on a Saturday and 6,000-6,500 on a weekday. This gives a total of 14,000-15,000 on a weekday and 13,000-14,000 on a Saturday.

10.2.8 It is therefore necessary to understand what proportion of this demand may be carried by rail given the likely constraints prevalent. There is also a requirement to understand how much of this demand will be for each of the four branches of the Northern Line from Sandhills (three northbound, one southbound).

- 10.2.9 Figure 56 breaks down the expected demand for each branch from analysis of home postcodes for season ticket holders and those on the waiting list.

Figure 56: Demand Split for Northern Line Branches – Post-Match Weekend



Source: Supporter Survey 2018 / Mott MacDonald Analysis

- 10.2.10 The above figure shows the split for a weekend match but is in fact virtually identical (in terms of proportions) for a weekday. It may be seen that the expected demand for Southport services post-match on a Saturday is 3,198 (21% of the total), for Ormskirk services is 2,644 (18%), for Kirkby services is 2,047 (14%), and for Southbound is 6,988 (47%) of the total.

On-Train Capacity through Sandhills

- 10.2.11 To identify the baseline occupancy and hence residual capacity of services through Sandhills, occupancy counts for standard weekends and weekdays were provided by Merseytravel. Following discussions with rail operator Merseyrail, it is assumed that 8-car trains will be available for all northbound services on the Southport branch of Merseyrail's Northern Line, and 4-car trains only will be available for the Kirkby and Ormskirk branches in the post-match period.
- 10.2.12 On a Saturday between 17:15 and 18:15 (the hour after final whistle assuming a 15-minute journey time to the station from Bramley-Moore Dock), frequencies are assumed to be four per hour on all three northbound branches as occurs at present. On a weekday, due to the lateness of the final whistle, frequencies between 22:15 and 23:15 drop to two trains per hour on each of the Ormskirk and Kirkby branches. Services remain at four per hour on the Southport branch. On a Sunday the frequency is two per hour on all three branches throughout the day (with the exception of Southport branch where it retains a four trains per hour service in the months May to September).
- 10.2.13 In the southbound direction, there are 12 trains southbound from Sandhills towards Liverpool city centre in the period 17:15-18:15 on a Saturday. As per northbound, the frequencies on the Ormskirk and Kirkby lines drop to two trains per hour on a weekday evening, so there are eight

trains from Sandhills to central Liverpool between 22:15 and 23:15. On a Sunday, there are again two trains per hour on all three branches, resulting in six southbound trains.

- 10.2.14 **Table 37** highlights the residual available carrying capacity of trains through Sandhills across the hour post-match given the observed occupancies of the trains from survey data.

Table 37: Available rail capacity from Sandhills Station – 1-hour post-match

| Day and time | Available Northbound capacity | Available Southbound capacity |
|--|-------------------------------|-------------------------------|
| Weekday (22:15 – 23:15) – All services | 5,497 | 5,395 |
| Southport services | 3,736 | 3,581 |
| Ormskirk services | 894 | 890 |
| Kirkby services | 867 | 924 |
| Saturday (17:15 – 18:15) – All services | 5,510 | 6,508 |
| Southport services | 3,132 | 3,363 |
| Ormskirk services | 1,112 | 1,481 |
| Kirkby services | 1,266 | 1,664 |
| Sunday (17:15 – 18:15) – All services² | 2,377 | 3,033 |
| Southport services | 1,189 | 1,516 |
| Ormskirk services | 594 | 758 |
| Kirkby services | 594 | 758 |

Source: Mott MacDonald

- 10.2.15 The calculations in Table 37 assume that the limiting factor in rail demand is the capacity of the trains themselves to carry passengers, the next consideration is the capacity of the existing access arrangement at Sandhills (subway entrance) to accommodate this potential demand.

Sandhills Station Capacity

- 10.2.16 Extensive pre-application scoping discussions with Merseyrail Electrics, Merseytravel and Network Rail have revealed that, based on its dimensions, the safe throughput of the station subway is around 2,500 passengers per hour through the station to the platform to board a train in the post-match period. This is significantly lower than the available capacity of the trains except for northbound services on a Sunday. Therefore, the station capacity will normally be the limiting factor when assessing rail usage at Sandhills for Bramley-Moore Dock.
- 10.2.17 Due to the demand for rail travel exceeding the capacity of the station, a corralling facility, with marshalling, on land owned by Merseytravel adjacent to the station, is proposed to be used to control/manage the number of people entering the station at any time. The proposed system is explained in more detail in Section 11.7. This has been agreed with Merseytravel in principle, Merseytravel have indicated they are fully committed to formalising the corral area design prior to planning determination.
- 10.2.18 It is noted that the Club wish to promote their after-match hospitality and fanzone offer and encourage much higher numbers of supporters to make use of this than occurs at the existing Goodison Park stadium. This may spread out the demand for rail travel over more than the one-hour time period used as the basis for the strategy development.

² Assuming equal background demand to Saturday

Future Capacity at Sandhills

- 10.2.19 Liverpool City Region Combined Authority and Merseytravel have recently commissioned Network Rail to undertake a feasibility study into increasing passenger capacity at Sandhills with a view to considering long term improvements. It should be noted, however, that an improvement scheme for the station remains unidentified and is an aspiration only at present. Any scheme to improve capacity remains uncommitted.

Commercial Bus Services

- 10.2.20 A variety of service buses run in the vicinity of the site stopping at the following locations:

- Vauxhall Road near its junction with Boundary Street (approximately 11 mins walk).
- Stanley Road near its junction with Boundary Street (approximately 16 mins walk),
- Scotland Road near its junction with Boundary Street (approximately 17 mins walk),
- Great Homer Street (20 mins walk).

- 10.2.21 Table 38 summarises the services that run along the above corridors.

Table 38: Service buses at Local Bus Stops (2019 pre-COVID 19)

| Bus route | Nearest Stop | Number per hour | | |
|-----------|---|-----------------|------------|-------------|
| | | Sat Daytime | WD Evening | Sun Daytime |
| 54 / 54A | Vauxhall Road / Boundary Street | 2 | 0 | 2 |
| 56 | Vauxhall Road / Boundary Street | 2 | 1 | 1 |
| 58A | Vauxhall Road / Boundary Street | 0 | 1 | 1 |
| 47 | Stanley Road / Major Street | 2 | 1 | 2 |
| 52 / 52A | Stanley Road / Major Street | 2 | 2 | 2 |
| 55 | Stanley Road / Major Street | 2 | 2 | 2 |
| 300 | Stanley Road / Major Street | 2 | 1 | 1 |
| X2 | Stanley Road / Major Street | 2 | 0 | 2 |
| 20 / 20X | Scotland Road / Boundary Street | 5 | 2 | 3 |
| 310 | Scotland Road / Boundary Street | 2 | 1 | 1 |
| X3 | Scotland Road / Boundary Street | 0 | 0 | 0 |
| 26 / 27 | Great Homer Street / Boundary Street East | 3 | 2 | 2 |
| 53 | Great Homer Street / Boundary Street East | 6 | 2 | 4 |
| 58 | Great Homer Street / Boundary Street East | 2 | 0 | 0 |
| 345 | Great Homer Street / Boundary Street East | 2 | 0 | 1 |
| Total | | 34 | 15 | 24 |

Source: Mott MacDonald

- 10.2.22 Table 38 highlights that, for a Saturday daytime during the hour after the final whistle (17:15 – 18:15), a total of 34 buses per hour pass within 20 minutes of the Bramley-Moore Dock stadium location, however on a weekday evening this falls to 15 buses per hour between 22:15 and 23:15. Discussions with Arriva and Stagecoach revealed that a figure can be calculated for available capacity if we assume a mixture of double and single deckers, with capacities of 60 and 90 persons respectively. The total theoretical hourly capacity in both directions on a Saturday is approximately 5,500 (2,500 in each direction), falling to 1,920 (960 in each direction) on a weekday and 3,180 (1,590 in each direction) on a Sunday. The exact carrying capacity of these services is unknown since detailed occupancy data for buses is unavailable

- 10.2.23 The demand for these services based on the stated preferential mode choice analysis presented in the previous section is just over 4,000 on a weekend and 3,750 on a weekday. This indicates that there may be some demand that cannot be carried on weekdays and Sundays in particular. However, discussions with bus operators Arriva and Stagecoach have indicated that they would be willing to consider bolstering service levels on these routes in the post-match period if the demand materialised and therefore it is appropriate to consider this demand could be met by the proposed service bus offer.

Shuttle bus

- 10.2.24 Shuttle bus was offered as an option for travel to and from the proposed stadium in the fan travel survey for those that stated an intention to use public transport to/from Liverpool city centre. Shuttle bus proved a popular choice in the survey and will also be a useful option in the post-match environment for some of those that would have travelled southbound from Sandhills by rail but cannot do so due to capacity constraints and do not wish to walk to the city centre.
- 10.2.25 Following discussions with bus operators, a further shuttle bus opportunity has been identified to connect the stadium with Bootle town centre allowing this to become a hub for those that would otherwise have travelled via car or train to access Bramley-Moore Dock. Bootle is considered a suitable location for this second 'hub' since it has significant parking capacity on a weekend and during the evening, and has a food and drink offer with the capacity to cater for additional markets.
- 10.2.26 Sefton Council has estimated that there are currently around 1,600 publicly available car parking spaces within the town centre (Bootle Town Centre Access and Connectivity Study). Information provided demonstrates that on weekdays and weekends these parking spaces are not used to their full capacity, with many of the car parks in the town centre operating at 50% of their capacity at time of peak car park occupancy (more detail on parking occupancy and development impact in Bootle Town Centre is included in Section 14.8).
- 10.2.27 Following discussions with bus operators it has been agreed that the main limiting factor on the number of vehicles that can be made available for the shuttle services is the time it takes to load each bus. Existing shuttle buses currently run by operators to Goodison Park and Anfield Stadium on match days in the post-match period can be loaded 4 at a time with an average loading time of 5 minutes.
- 10.2.28 Therefore, 20 buses may be loaded in 25 minutes which is estimated to be the approximate return trip time for services departing the stadium, dropping off in the city centre and returning to Bramley-Moore Dock. It is assumed that 20 buses will be available for the city centre service each making 2 trips during the hour post-match, and each with a capacity of 90 passengers. This amounts to an hourly carrying capacity of 3,600 passengers.
- 10.2.29 For trips to Bootle, bus operators have estimated a requirement of 9 buses to ensure a steady frequency. It is assumed buses will be able to make two trips between Bramley-Moore Dock and Bootle in the one-hour time period post-match. The carrying capacity for the Bootle shuttle is therefore estimated to be 1,620 – 9 buses available for two trips with 90 passengers.
- 10.2.30 The combined capacity of these services is more than adequate to cater for the stated demand for shuttle services to the city centre (2,160 at weekends, 1,890 on weekdays) and therefore is likely to have significant spare capacity to carry additional overspill demand including those unable to travel via rail and commercial bus services.
- 10.2.31 Following planning submission discussions have taken place between LCC, Merseytravel and the Club on how these services can be secured. All parties agree that the services will be

commercially viable however LCC and Merseytravel has indicated a fallback must be included via planning condition to ensure a level of service is maintained should the services unexpectedly cease operation. In the event the bus services cease it would be the responsibility of the Club to ensure the services continue to run. The requirement to agree this in full will be secured under the Section 106 agreement or otherwise conditioned to any approval granted. This is noted in Appendix M. It should be noted that following the opening of the new stadium the operation of the shuttle services will be monitored by the Transport Working Group.

Mini bus for disabled supporters

- 10.2.32 On match days mini-bus services will be provided by the Club for disabled supporters to car parking (at Stanley Park car park – owned by LCC) and Sandhills station. This service will be pre-booked by supporters who require it will be free of charge, and has been developed following consultation with EDSA, LCC Inclusive Design and LCC Highways. Although the services will provide a useful connection to car parking and public transport, they will not affect the ultimate modal split of supporters for the purpose of Transport Strategy calculations i.e. disabled supporters who use the service will ultimately travel by car, public transport or taxi to the stadium.
- 10.2.33 Following any planning permission granted the Club will undertake an internal review of the likely demand for this service, the capacity of service and the type of vehicles to be used on match day. In light of the unknown capacity at present, to provide a robust assessment these mini-bus services have not been included in the transport strategy calculations as a separate mode of travel.
- 10.2.33.1 The operation of the services will be secured via a suitable planning condition requiring agreement of a detailed strategy and monitoring framework (via the Transport Working Group).

Coach

- 10.2.34 At present, football matches at Goodison Park are served by an average of around 40 coaches carrying both home and away supporters. As will be discussed in more detail in the following section, the Transport Strategy makes provision for coach parking for more than 70 coaches in total, however for the purposes of understanding the likely maximum capacity of this mode, it is assumed that current levels are maintained at around 40 coaches per match. The Club has agreed that this is a 'typical' number for home and away coaches.
- 10.2.35 Based on an assumption of 65 persons per coach, (assuming that coaches must be quite full to make them viable to run) a total of 2,600 passengers could be carried per match via this mode. This exceeds the stated demand for this mode.

Active travel

- 10.2.36 The stated preferential mode choice analysis in the previous section highlighted a potential demand for walking from the stadium (either directly to the destination, to the city centre or other destinations to access onward transport services) of just over 10,000 during the weekend and just over 8,000 on a weekday in the post-match period.
- 10.2.37 Except for the streets immediately adjacent to the proposed stadium which will require management to avoid vehicle conflict and maximise space available to pedestrians, there is unlikely to be any major constraints on the number of people that access and egress the stadium on foot. This is due to dispersion and multiple available route choice. A benchmark target for walking from and to the city centre of 12,500 persons is considered realistic given that this is similar to the number that currently walk between Manchester city centre and the Etihad

Stadium for Manchester City matches; a more complex journey. It should also be noted that the journey to Manchester City Centre is also supported by tram and the walk distance to Manchester Piccadilly Station is not too dissimilar to that of BMD to Moorfields Station. In order to ensure that the pedestrian routes away from the stadium will be safe, pedestrian modelling has been undertaken. This is expanded upon in more detail in Section 10.5.

- 10.2.38 The 2018 supporter travel survey revealed that less than 1% of supporters plan to cycle to the new stadium. 16 of the 8,000 respondents answered in this way. Notwithstanding this in order to promote sustainable travel at the new stadium 152 cycle spaces will be available for supporters and staff with room for expansion of this if demand materialises.

Match day parking capacity

Current spare capacity

- 10.2.39 In Section 4.10, it is established that match day spectator parking will be permissible:
- On-street in limited areas within the FMPZ (see area shown gold in Figure 32).
 - On-street within the city centre CPZ. (Pay & Display)
 - Off-street within public car parks, primarily located in the city centre.
- 10.2.40 The total theoretical parking capacities of these different categories of provision are also established in that section.
- 10.2.41 The purpose of this section is to establish the level of *spare* capacity that is likely to be available within these categories for spectator parking on a match day. To determine this, parking occupancy surveys were undertaken during the typical build-up periods prior to the most common match-times of:
- Weekday at 20:00.
 - Saturday at 15:00.
- 10.2.42 Surveys were undertaken during school term-time but on non-match days in order to identify non-match related parking demand. The times and dates for each survey are shown in the following table.

Table 39: Parking survey periods

| Parking category | Weekday survey period | Saturday survey period |
|-----------------------------|-------------------------------------|-------------------------------------|
| Appropriate areas on-street | Wednesday 6 June 2018, 19:00-20:00 | Saturday 16 June 2018, 14:00-15:00 |
| City-centre on-street | Thursday 28 March 2019, 18:00-19:30 | Saturday 30 March 2019, 13:00-14:30 |
| City-centre off-street | Thursday 28 March 2019, 18:00-19:30 | Saturday 30 March 2019, 13:00-14:30 |

Source: Mott MacDonald

- 10.2.43 The weekday and Saturday survey results are shown in the following two tables, where the 'total capacity values are drawn from Table 9 in Section 4.10. Please note the capacities here exclude parking within the CPZ on single yellow lines. This is permissible within certain hours of the day on different days within the city centre. This approach has been taken to ensure the parking calculations are robust.

Table 40: Weekday parking survey results

| Parking category | Total capacity | Spare capacity | % spare |
|---------------------------------------|----------------|----------------|------------|
| Industrial area on-street | 1,513 | 1,009 | 67% |
| City-centre on-street within 30 mins | 827 | 321 | 39% |
| City-centre on-street within 40 mins | 55 | 36 | 65% |
| City-centre off-street within 30 mins | 5,299 | 4,477 | 84% |
| City-centre off-street within 40 mins | 3,126 | 2,474 | 79% |
| Total | 10,819 | 8,304 | 77% |

Source: Mott MacDonald

Table 41: Saturday parking survey results

| Parking category | Total capacity | Spare capacity | % spare |
|---------------------------------------|----------------|----------------|------------|
| Industrial area on-street | 1,508 | 1,241 | 82% |
| City-centre on-street within 30 mins | 827 | 488 | 59% |
| City-centre on-street within 40 mins | 55 | 27 | 49% |
| City-centre off-street within 30 mins | 4,184 | 2,688 | 64% |
| City-centre off-street within 40 mins | 3,126 | 991 | 32% |
| Total | 9,699 | 5,435 | 56% |

Source: Mott MacDonald

10.2.44 These results show that, in acceptable parking areas (i.e. excluding the areas set out in 10.2.39 and where no match time restrictions apply) within 30-minutes' walk of the proposed stadium and during the build-up periods for the most common match-times, there are currently approximately:

- 8,300 spare spaces on a weekday evening.
- 5,440 spare spaces on a Saturday afternoon.

Future spare capacity

10.2.45 It is acknowledged that future match day spare capacity levels could change compared to existing, and through the lifetime of the stadium on account of the below factors which are outside of the Club's control:

1. Extension of city centre CPZ operating times from existing 18:00 to 20:00. This has been raised as a potential change to be implemented by Liverpool City Council in the future at an unspecified date. However, it is not committed at present. It should be noted that the parking calculations presented above do not include any parking on single yellow lines within the city centre at permissible times. Therefore, the assessment remains robust regardless of any future changes in this respect.
2. Opening of existing car parks for match days which are currently closed at those times. The opening of the proposed new stadium will mean that some car parks, currently closed in the evenings or weekends will open when a match is played, or event held at the stadium. The parking calculations above do not take account of any new capacity created in this way and are therefore robust.
3. Gain or loss of both off-street and on-street spaces through future redevelopment. It is not possible to predict any loss of existing parking capacity for developments that are not currently in the planning system. Fluctuations in supply are inevitable through the life of the stadium and the match day transport strategy described below is flexible enough to

accommodate this. Major fluctuations, however, and particularly major decreases in supply, are not expected, as the city centre supply is relatively stable, while the industrial/commercial nature of the area surrounding the site is also likely to be retained.

4. Opening of temporary and informal car parks for match days only. It is possible that off-street parking capacity in the area might increase in future as part of the planned redevelopment of the Liverpool Waters scheme. Similarly, local land owners may choose to make their land available for informal parking on match days, as presently occurs around Goodison Park and Anfield Stadium. It is expected that these would only open up on event days or match days. In either case, the applicant will not be able to prevent such developments (though the Council can execute planning enforcement powers against land owners who operate car parks outside of a site's permitted usage rights), but any impacts on the transport strategy would be identified and addressed through monitoring. This element of the Transport Strategy is explored in more detail in Section 11.15.

Stadium surface car park

- 10.2.46 Match day car parking will be available on site for 85 cars, some of which will be used by supporters, match-day staff, the club owners and directors. 54 of these spaces will be reserved for use by disabled supporters. For the purpose of this assessment: the capacity that this represents will be around 95 supporters on a weekday and around 91 on weekends. The supporter survey revealed car occupancy for Bramley-Moore Dock will be slightly higher than for Goodison Park at 2.6 per car on weekdays and 2.7 on weekends. Although based on this occupancy rate we would expect this parking allocation to represent 140 – 145 supporters based on the disabled allocation alone, these lower figures have been used to provide a robust assessment.

Drop off / pick up

- 10.2.47 In addition to those parking at or near the stadium (the latter being subject to necessary soft and hard road closures), a proportion of supporters that travel to and from the stadium by car will be dropped-off before the match and picked up afterwards. This is expected to occur on streets outside of the area of hard and soft closure to avoid the driver getting caught up in these restrictions. According to the travel surveys undertaken by the club, around 7% of the car-borne demand may be expected to access the stadium in this way depending on the time and day of the match in question.

Motorcycle direct to the Stadium

- 10.2.48 In addition to all of the above, a very small proportion of respondents to the travel survey indicated that they would travel to and from Bramley-Moore Dock by motorcycle. Four motorcycle bays will be available at the stadium on match days. The proportion of people intending to travel by this mode is so small as to be statistically insignificant, however it is assumed that motorcyclists not able to park at the stadium site will find parking either on-street where available or within existing car parks.

Match day taxi capacity

- 10.2.49 It is noted that only a small proportion of supporters travelling to Goodison Park do so by taxi, around 4% on weekdays and 5% on weekends. For the proposed new stadium, the survey results revealed a demand of around 6% or just over 3,000 supporters.
- 10.2.50 It should be noted that pre-application discussions with taxi operators have revealed that they envisage with the taxi rank facilities to be provided on-street outside Bramley-Moore Dock, 25%

or more of the stadium capacity could be accommodated by taxi. The taxi operators have cited Anfield Stadium as an example where around 25% of supporters travel from the stadium by taxi. This is evidenced in recent planning application for events at the Anfield stadium site (LPA ref. 18F/1632). This is despite there being a general lack of high capacity taxi facilities in the vicinity of the stadium. On account of the match day taxi facilities at Bramley-Moore Dock (Section 11.3) taxi operators have stated that taxi travel could be expanded beyond the 25% - 30% if demand materialised.

- 10.2.51 For the purpose of strategy development, a maximum carrying capacity of 15,000 supporters is set. This would equate to around 5,350 taxi journeys on weekdays and 4,700 on weekends due to the varying average occupancies observed.

10.3 Comparison of stated demand vs carrying capacity by mode

- 10.3.1 Based on the capacity assessments included in this section, adjustments have been made to reallocate supporters from modes where stated demand exceeds assumed capacity to other modes where capacity exists. As previously discussed in this document our focus here is on the post-match period where travel demand is at its most intense. By allocating supporters in this way the following is included:

- Some supporters with destinations to train stations to the south of Sandhills station on the Merseyrail Network or destinations on the Wirral or from Lime Street in the post-match period will walk or use shuttle buses to the city centre and board rail services from there rather than use Sandhills station. All of the excess stated demand that is not accommodated on board southbound trains from Sandhills may be accommodated within the walking route between the stadium and the city centre.
- Some supporters with destinations to train stations to the north of Sandhills station may decide to use the other Northern Line stations of Kirkdale (on the Ormskirk and Kirkby lines) or Bank Hall (on the Southport Line). Some of the stated demand for rail travel to the north of Sandhills could therefore be reallocated to these stations given that the constraints are likely to be less than at Sandhills. The capacity of these stations has therefore been assumed to be limited by the capacity on-board the trains, established from occupancy surveys.
- Some stated demand for rail and car travel to the north of Sandhills station in the post-match period has been reallocated to the proposed shuttle bus to Bootle, with equal numbers from each mode. Shuttle bus to Bootle was not offered within the supporter travel survey as an option hence there is no stated demand for it.
- In total, it is assumed that the total capacity of the taxi network is 15,000 people, and the total number of car parking spaces in the city centre available for use is 7,308 on a weekday and 4,194 on a Saturday, as borne out by discussions with taxi operators and car parking surveys respectively
- The capacity of the coach mode is assumed to be equivalent to 40 coaches each carrying 65 persons since this is in line with existing demand and use.
- For other modes, in which the total capacity to carry is less clearly defined, it has been assumed that there is sufficient capacity available to carry the stated demand so, for instance in the case of pick-up, we assume that there is enough space to facilitate the demand for this mode of travel post-match.

The tables below show the stated demand and carrying capacity of each mode (and secondary mode where applicable) for a weekday and a Saturday. The carrying capacity for each travel mode option has been used to identify the shortfall in capacity. A negative difference indicates demand for that option exceeds the capacity. Section 10.4 then sets out how these differences will be addressed to set practical target modal shares.

Table 42: Weekday stated demand, carrying capacities and difference – Post-match

| Primary Mode | Secondary Mode | Stated Demand | Capacity to carry | Difference | Assumptions |
|--|---------------------------|---------------|-------------------|---------------|---|
| Train from Sandhills (Northbound) | - | 7,363 | 1,250 | -6,113 | 1,250 in each direction station limit |
| Train from Sandhills (Southbound) | - | 6,455 | 1,250 | -5,205 | 1,250 in each direction station limit |
| Train from city centre stations | Walk to city centre | 2,707 | 7,912 | 5,205 | Capacity for southbound rail users |
| | Taxi to city centre | 1,018 | 1,018 | 0 | Sufficient capacity exists |
| | Bus to city centre | 473 | 473 | 0 | Sufficient capacity exists |
| | Shuttlebus to city centre | 975 | 975 | 0 | Sufficient capacity exists |
| Train from other stations (e.g. Bank Hall, Kirkdale) | - | 890 | 4,247 | 3,357 | Capacity limited by remaining on-train capacity |
| Train from Bootle | Shuttlebus to Bootle | 0 | 810 | 810 | 9 buses available x 2 trips - even split car/rail |
| Service bus direct (northbound) | - | 2,765 | 2,765 | 0 | Sufficient capacity exists |
| Service bus from city centre | Walk to city centre | 730 | 730 | 0 | Sufficient capacity exists |
| | Taxi to city centre | 64 | 64 | 0 | Sufficient capacity exists |
| | Bus to city centre | 220 | 220 | 0 | Sufficient capacity exists |
| | Shuttlebus to city centre | 284 | 284 | 0 | Sufficient capacity exists |
| Walk direct | - | 2,129 | 2,129 | 0 | Sufficient capacity exists |
| Bicycle direct | - | 113 | 113 | 0 | Sufficient capacity exists |
| Pick-up | - | 1,482 | 1,482 | 0 | Sufficient capacity exists |
| Car direct from stadium | - | 91 | 91 | -1,160 | 85 spaces available at stadium |
| Car within 30 mins | - | 13,362 | 2,422 | -9,781 | 1,009 spaces available within 30 mins but not in CC |
| Car from City Centre | Walk to city centre | 1,719 | 9,857 | 8,138 | 7,308 city centre spaces available inc on-street |
| | Taxi to city centre | 562 | 3,222 | 2,660 | 7,308 city centre spaces available inc on-street |
| | Bus to city centre | 364 | 2,085 | 1,721 | 7,308 city centre spaces available inc on-street |
| | Shuttlebus to city centre | 661 | 2,341 | 1,680 | 20 buses available x 2 trips with 90 pax each |
| Car from further than 30 mins away | - | 4,560 | 4,560 | 0 | Sufficient capacity exists |
| Car from Bootle | Shuttlebus to Bootle | 0 | 810 | 810 | 9 buses available x 2 trips - even split car/rail |
| Taxi direct | - | 2,905 | 10,696 | 7,791 | Current levels of taxi use |
| Coach / Minibus direct | - | 983 | 2,600 | 1,617 | 40 coaches - 65 pax/coach |
| Motorcycle direct | - | 12 | 12 | 0 | Sufficient capacity exists |
| Totals | | 52,888 | 64,419 | 11,531 | |

Source: Supporter Travel Survey / Mott MacDonald

Table 43: Saturday stated demand, carrying capacities and difference – Post-match

| Primary Mode | Secondary Mode | Stated Demand | Capacity to carry | Difference | Assumptions |
|--|---------------------------|---------------|-------------------|--------------|---|
| Train from Sandhills (Northbound) | - | 8,024 | 1,250 | -6,774 | 1,250 in each direction station limit |
| Train from Sandhills (Southbound) | - | 7,107 | 1,250 | -5,857 | 1,250 in each direction station limit |
| Train from city centre stations | Walk to city centre | 4,421 | 10,278 | 5,857 | Capacity for southbound rail users |
| | Taxi to city centre | 1,876 | 1,876 | 0 | Sufficient capacity exists |
| | Bus to city centre | 628 | 628 | 0 | Sufficient capacity exists |
| | Shuttlebus to city centre | 1,395 | 1,395 | 0 | Sufficient capacity exists |
| Train from other stations (e.g. Bank Hall, Kirkdale) | - | 1,153 | 4,260 | 3,107 | Capacity limited by remaining on-train capacity |
| Train from Bootle | Shuttlebus to Bootle | 0 | 810 | 810 | 9 buses available x 2 trips - even split car/rail |
| Service bus direct (northbound) | - | 3,035 | 3,035 | 0 | Sufficient capacity exists |
| Service bus from city centre | Walk to city centre | 1,102 | 1,102 | 0 | Sufficient capacity exists |
| | Taxi to city centre | 103 | 103 | 0 | Sufficient capacity exists |
| | Bus to city centre | 228 | 228 | 0 | Sufficient capacity exists |
| | Shuttlebus to city centre | 301 | 301 | 0 | Sufficient capacity exists |
| Walk direct | - | 2,325 | 2,325 | 0 | Sufficient capacity exists |
| Bicycle direct | - | 115 | 115 | 0 | Sufficient capacity exists |
| Pick-up | - | 1,191 | 1,191 | 0 | Sufficient capacity exists |
| Car direct from stadium | - | 95 | 95 | -1,204 | 85 spaces available at stadium |
| Car within 30 mins | - | 9,947 | 3,226 | -5,517 | 1,241 spaces available within 30 mins but not in CC |
| Car from City Centre | Walk to city centre | 1,239 | 5,924 | 4,685 | 4,194 city centre spaces available inc on-street x 2.6 = 9568 |
| | Taxi to city centre | 381 | 1,823 | 1,442 | 4,194 city centre spaces available inc on-street x 2.6 = 9568 |
| | Bus to city centre | 262 | 1,253 | 991 | 4,194 city centre spaces available inc on-street x 2.6 = 9568 |
| | Shuttlebus to city centre | 500 | 1,904 | 1,404 | 20 buses available x 2 trips with 90 pax each |
| Car from further than 30 mins away | - | 3,404 | 3,404 | 0 | Sufficient capacity exists |
| Car from Bootle | Shuttlebus to Bootle | 0 | 810 | 810 | 9 buses available x 2 trips - even split car/rail |
| Taxi direct | - | 3,004 | 11,469 | 8,465 | Current levels of taxi use |
| Coach / Minibus direct | - | 1,039 | 2,600 | 1,561 | 40 coaches - 65 pax/coach |
| Motorcycle direct | - | 11 | 11 | 0 | Sufficient capacity exists |
| Totals | | 52,888 | 62,396 | 9,509 | |

Source: Supporter Travel Survey / Mott MacDonald

10.3.2 The carrying capacities on public transport are lower on Sundays due to lower service frequencies on both bus and rail networks. The stated demand, carrying capacity and differences are shown in Table 44.

Table 44: Sunday stated demand, carrying capacities and difference – Post-match

| Primary Mode | Secondary Mode | Stated Demand | Capacity to carry | Difference | Assumptions |
|--|---------------------------|---------------|-------------------|--------------|---|
| Train from Sandhills (Northbound) | - | 8,024 | 1,250 | -6,774 | 1,250 in each direction station limit |
| Train from Sandhills (Southbound) | - | 7,107 | 1,250 | -5,857 | 1,250 in each direction station limit |
| Train from city centre stations | Walk to city centre | 4,421 | 10,278 | 5,857 | Capacity for southbound rail users |
| | Taxi to city centre | 1,876 | 1,876 | 0 | Sufficient capacity exists |
| | Bus to city centre | 628 | 628 | 0 | Sufficient capacity exists |
| | Shuttlebus to city centre | 1,395 | 1,395 | 0 | Sufficient capacity exists |
| Train from other stations (e.g. Bank Hall, Kirkdale) | - | 1,153 | 1,127 | -26 | Capacity limited by remaining on-train capacity |
| Train from Bootle | Shuttlebus to Bootle | 0 | 810 | 810 | 9 buses available x 2 trips - even split car/rail |
| Service bus direct (northbound) | - | 3,035 | 3,035 | 0 | Sufficient capacity exists |
| Service bus from city centre | Walk to city centre | 1,102 | 1,102 | 0 | Sufficient capacity exists |
| | Taxi to city centre | 103 | 103 | 0 | Sufficient capacity exists |
| | Bus to city centre | 228 | 228 | 0 | Sufficient capacity exists |
| | Shuttlebus to city centre | 301 | 301 | 0 | Sufficient capacity exists |
| Walk direct | - | 2,325 | 2,325 | 0 | Sufficient capacity exists |
| Bicycle direct | - | 115 | 115 | 0 | Sufficient capacity exists |
| Pick-up | - | 1,191 | 1,191 | 0 | Sufficient capacity exists |
| Car direct from stadium | - | 95 | 95 | -1,204 | 85 spaces available at stadium |
| Car within 30 mins | - | 9,947 | 3,226 | -5,156 | 1,241 spaces available within 30 mins but not in CC |
| Car from City Centre | Walk to city centre | 1,239 | 5,924 | 4,685 | 4,194 city centre spaces available inc on-street |
| | Taxi to city centre | 381 | 1,823 | 1,442 | 4,194 city centre spaces available inc on-street |
| | Bus to city centre | 262 | 1,253 | 991 | 4,194 city centre spaces available inc on-street |
| | Shuttlebus to city centre | 500 | 1,904 | 1,404 | 20 buses available x 2 trips with 90 pax each |
| Car from further than 30 mins away | - | 3,404 | 3,404 | 0 | Sufficient capacity exists |
| Car from Bootle | Shuttlebus to Bootle | 0 | 810 | 810 | 9 buses available x 2 trips - even split car/rail |
| Taxi direct | - | 3,004 | 11,469 | 8,465 | Current levels of taxi use |
| Coach / Minibus direct | - | 1,039 | 2,600 | 1,561 | 40 coaches - 65 pax/coach |
| Motorcycle direct | - | 11 | 11 | 0 | Sufficient capacity exists |
| Totals | | 52,888 | 59,264 | 6,376 | |

Source: Supporter Travel Survey / Mott MacDonald

10.3.3

It can be seen that for all days, there is sufficient capacity across the transport network to carry all supporters in the one-hour period after the match. As noted prior, it is likely that the demand for transport post-match will extend over more than one hour due to the stated aspiration of the club to provide enhanced after-match hospitality and for supporters to remain on-site for longer periods than is currently observed at Goodison Park. In this case capacities for public transport modes will be correspondingly higher than stated.

- 10.3.4 Given that the post-match period represents the peak requirement for transport services, as has previously been stated, it is also concluded that there is sufficient capacity within the transport network to cater for the demand for access to the stadium pre-match.

10.4 Target Mode Split

- 10.4.1 Following the above integration of supporters' stated travel preference with the carrying capacity of each component of the transport network, modal targets have been produced. These show achievable targets of the number of people travelling by each mode in their last mile to arrive at the stadium before kick-off and the first mile away from the stadium after a match. Each modal option presented is able to carry the number of people and demand for mode specified using the logic discussed previously in this section. The development of the subsequent transport strategy is based on aiming towards these modal targets. Several assumptions have been made in the development of these targets as highlighted in the final column of Table 45 below.

Table 45: Target mode split – Last mile to stadium and first mile away

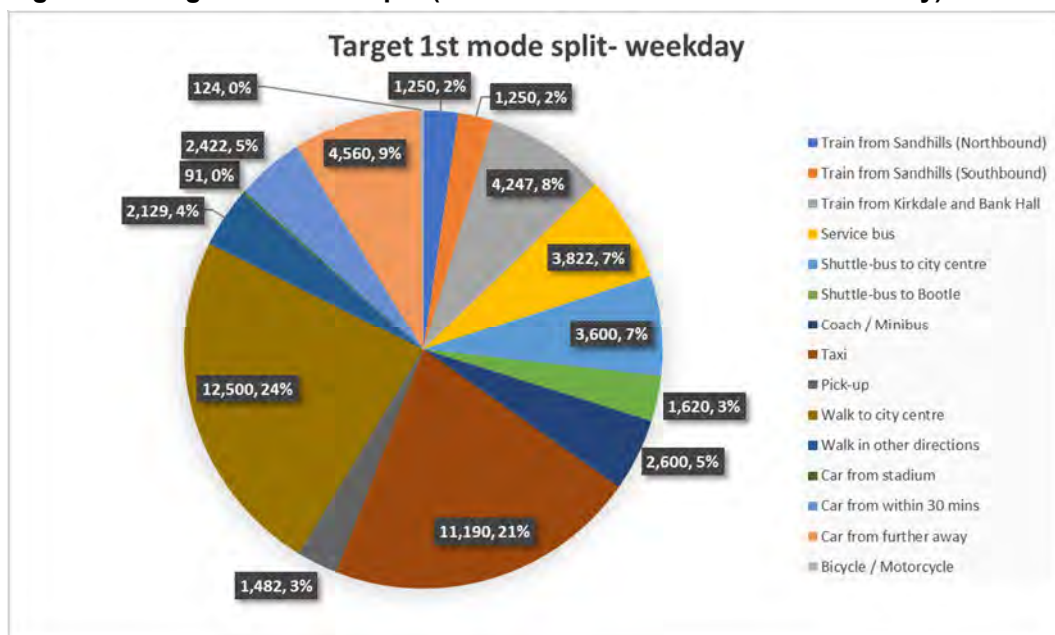
| Last / First Mode | Weekday | Saturday | Sunday | Assumptions |
|---|---------------|---------------|---------------|---|
| Train from Sandhills (Northbound) | 1,250 | 1,250 | 1,250 | Capacity of station |
| Train from Sandhills (Southbound) | 1,250 | 1,250 | 1,250 | Capacity of station |
| Train from Kirkdale and Bank Hall stations | 4,247 | 4,260 | 1,127 | Residual capacity of trains |
| Service bus | 3,822 | 4,153 | 4,153 | Able to meet demand with potential strengthening of services |
| Shuttle bus to city centre | 3,600 | 3,600 | 3,600 | Capacity of shuttle |
| Shuttle bus to Bootle | 1,620 | 1,620 | 1,620 | Capacity of shuttle |
| Coach / Minibus | 2,600 | 2,600 | 2,600 | Capacity of coach |
| Taxi | 11,190 | 11,288 | 13,216 | Able to accommodate remainder of stadium capacity up to a maximum of 15,000 |
| Pick-up | 1,482 | 1,191 | 1,191 | Able to meet demand |
| Walk to city centre | 12,500 | 12,500 | 12,500 | Fixed at 12,500 to compare with other examples |
| Walk direct | 2,129 | 2,325 | 2,325 | Able to meet demand |
| Car from stadium | 91 | 95 | 95 | Capacity of car park |
| Walk to car from within 30 mins | 2,422 | 3,226 | 3,226 | Capacity of parking within 30mins |
| Walk to car from further away (non-city centre) | 4,560 | 3,404 | 3,404 | Able to meet demand |
| Bicycle / Motorcycle | 124 | 127 | 127 | Able to meet demand |
| Total | 52,888 | 52,888 | 52,888 | |

Source: Supporter Travel Survey / Mott MacDonald

- 10.4.2 The number of people walking from/to the city centre is set at 12,500 in the table above, but this could be higher and still provide a safe mode of travel. 12,500 has been selected as a realistic and pragmatic estimate of likely demand based on similar size stadia in other cities with similar distance to the city centre (e.g. Manchester City in which around 12,000 supporters regularly walk between the stadium and the city centre). Upon reaching the city centre in the post-match period, it is estimated (based on postcode analysis) that 47% of pedestrians will travel towards the eastern side of the city centre towards Lime Street and Queen Square, 38% will travel to the central area within the city centre, and the remaining 16% will head along the waterfront and to the west of the city centre.

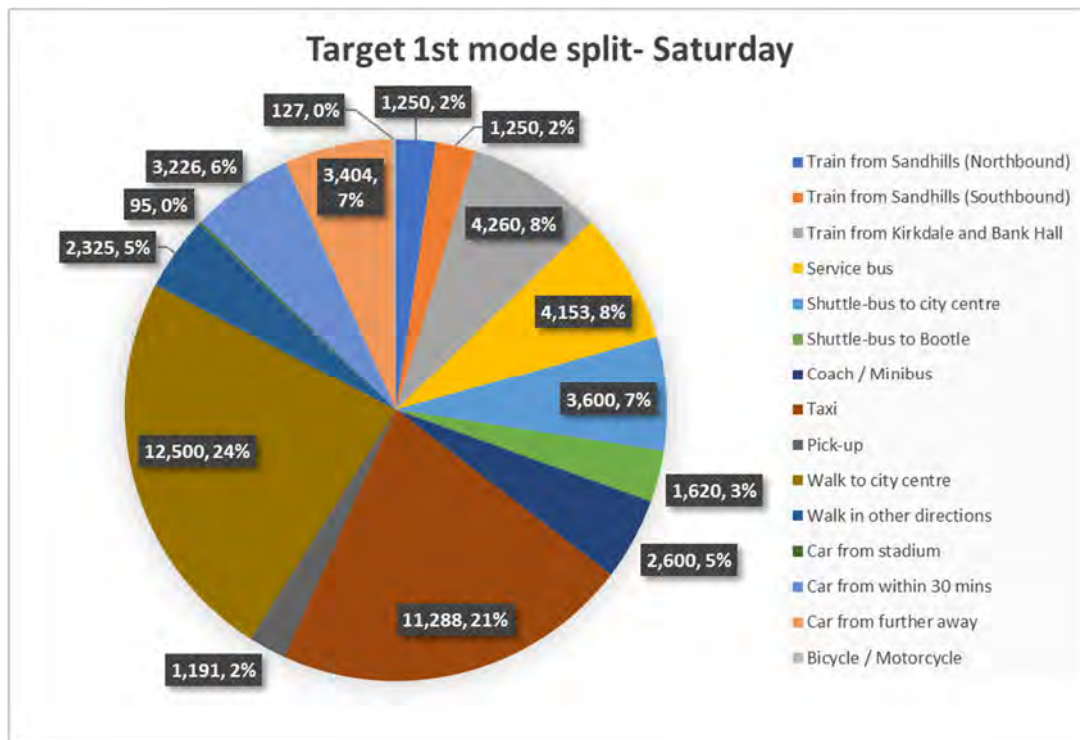
- 10.4.3 Discussions with taxi operators have revealed that the number of taxis which can be sourced to cater for demand to and from the stadium is at least equal to the current demand at Anfield which currently accommodates approximately 15,000 people. It is worth noting that according to the supporter's travel survey, the average size of a party travelling by taxi is 2.8 people for a weekday and 3.2 people for a weekend fixture.
- 10.4.4 Therefore, these two travel options can be used to 'mop up' any supporters not able to use other modes.

Figure 57: Target first mode split (last mile to stadium and first mile away) – weekday



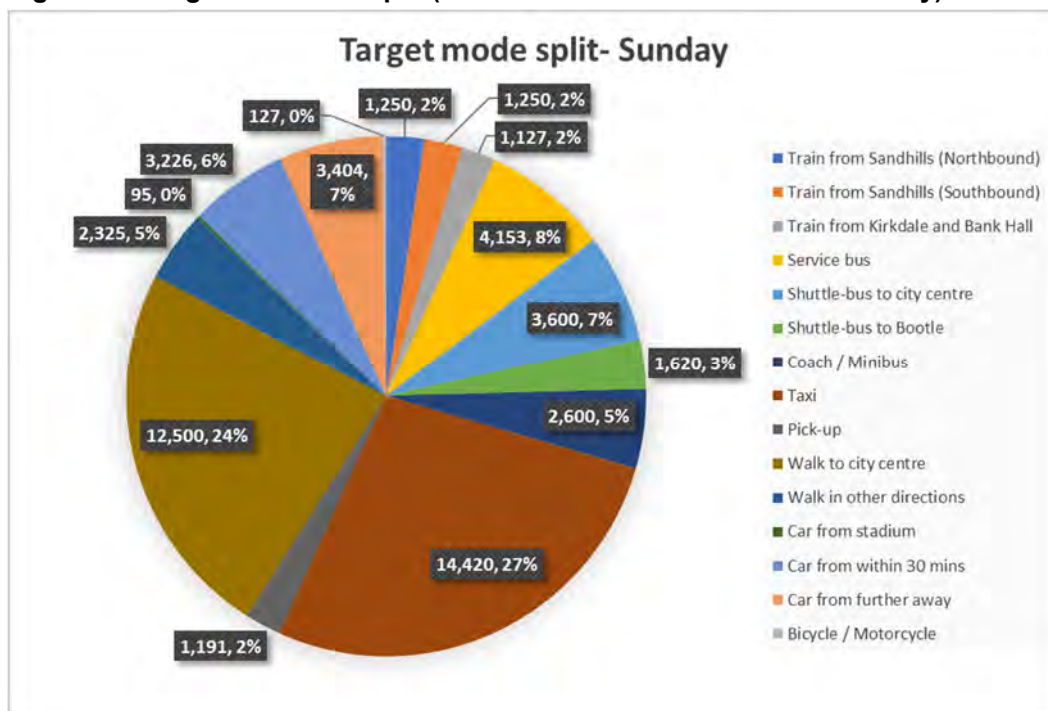
Source: Supporter Travel Survey / Mott MacDonald

Figure 58: Target first mode split (last mile to stadium and first mile away) – Saturday



Source: Supporter Travel Survey / Mott MacDonald

Figure 59: Target first mode split (last mile to stadium and first mile away) – Sunday



Source: Supporter Travel Survey / Mott MacDonald

10.5 Target Ultimate Mode Split

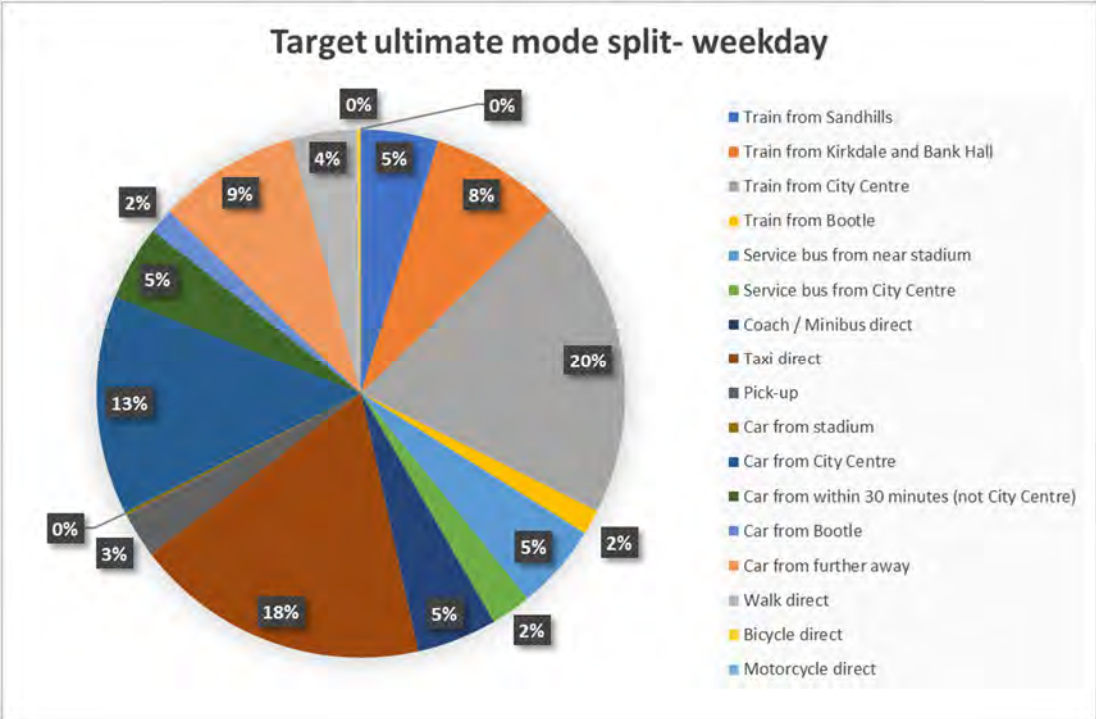
10.5.1 The following table and figures highlight the resulting ultimate model split (i.e. the ultimate main mode of transport) that is therefore possible under this scenario.

Table 46: Ultimate modal targets

| Ultimate Mode | Weekday | Saturday | Sunday | Assumptions |
|--|---------------|---------------|---------------|---|
| Train from Sandhills | 2,500 | 2,500 | 2,500 | Capacity of station |
| Train from Kirkdale and Bank Hall | 4,247 | 4,260 | 1,127 | Residual capacity of trains |
| Train from City Centre | 10,378 | 14,176 | 14,176 | Able to meet demand |
| Train from Bootle (via Shuttlebus) | 810 | 810 | 810 | Able to meet demand |
| Service bus from near stadium | 2,765 | 3,035 | 3,035 | Able to meet demand with potential strengthening of services |
| Service bus from City Centre | 1,298 | 1,734 | 1,734 | Able to meet demand |
| Coach / Minibus direct | 2,600 | 2,600 | 2,600 | Capacity of coach |
| Taxi direct | 9,546 | 8,928 | 12,060 | Able to accommodate remainder of stadium capacity up to a maximum of 15,000 |
| Pick-up | 1,482 | 1,191 | 1,191 | Able to meet demand |
| Car from stadium | 91 | 95 | 95 | Capacity of car park reduced occupancy |
| Car from City Centre | 7,125 | 3,667 | 3,667 | Able to meet demand |
| Car from within 30 minutes (not City Centre) | 2,422 | 3,226 | 3,226 | Capacity of parking within 30mins |
| Car from Bootle (via Shuttlebus) | 810 | 810 | 810 | Able to meet demand |
| Car from further away | 4,560 | 3,404 | 3,404 | Able to meet demand |
| Walk direct | 2,129 | 2,325 | 2,325 | Able to meet demand |
| Bicycle direct | 113 | 115 | 115 | Able to meet demand |
| Motorcycle direct | 12 | 11 | 11 | Able to meet demand |
| Total | 52,888 | 52,888 | 52,888 | |

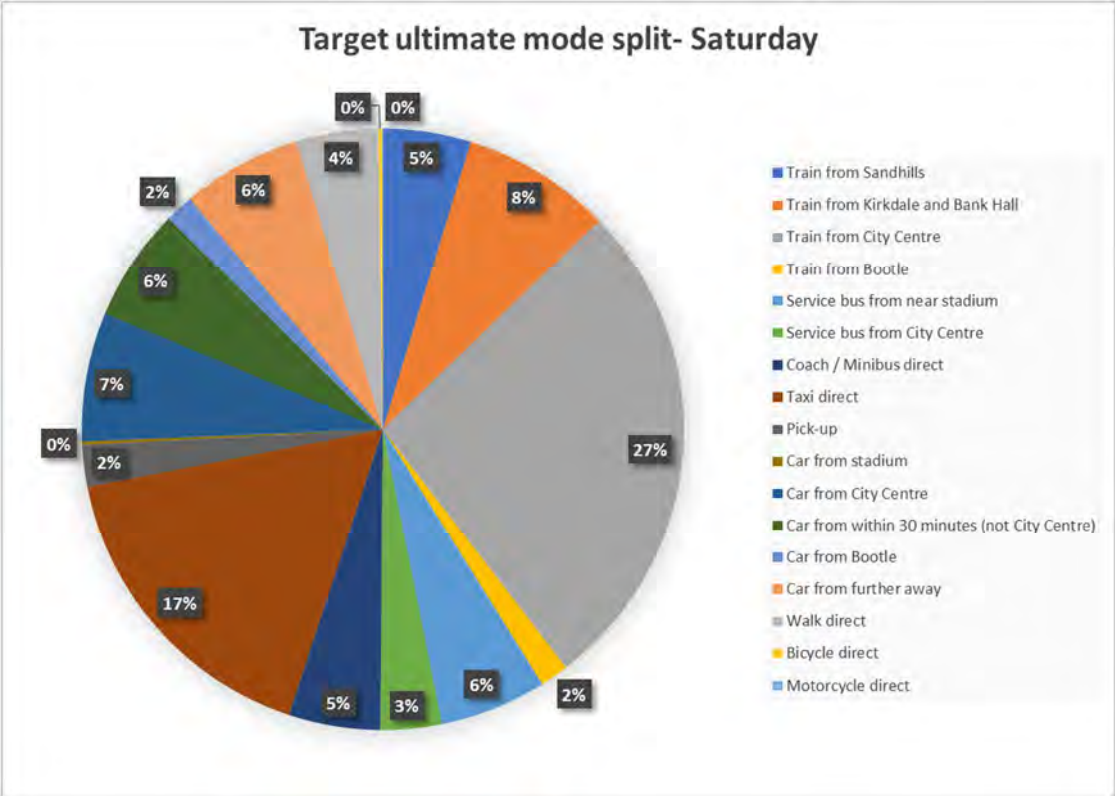
Source: Supporter Travel Survey / Mott MacDonald

Figure 60: Target ultimate mode split – weekday



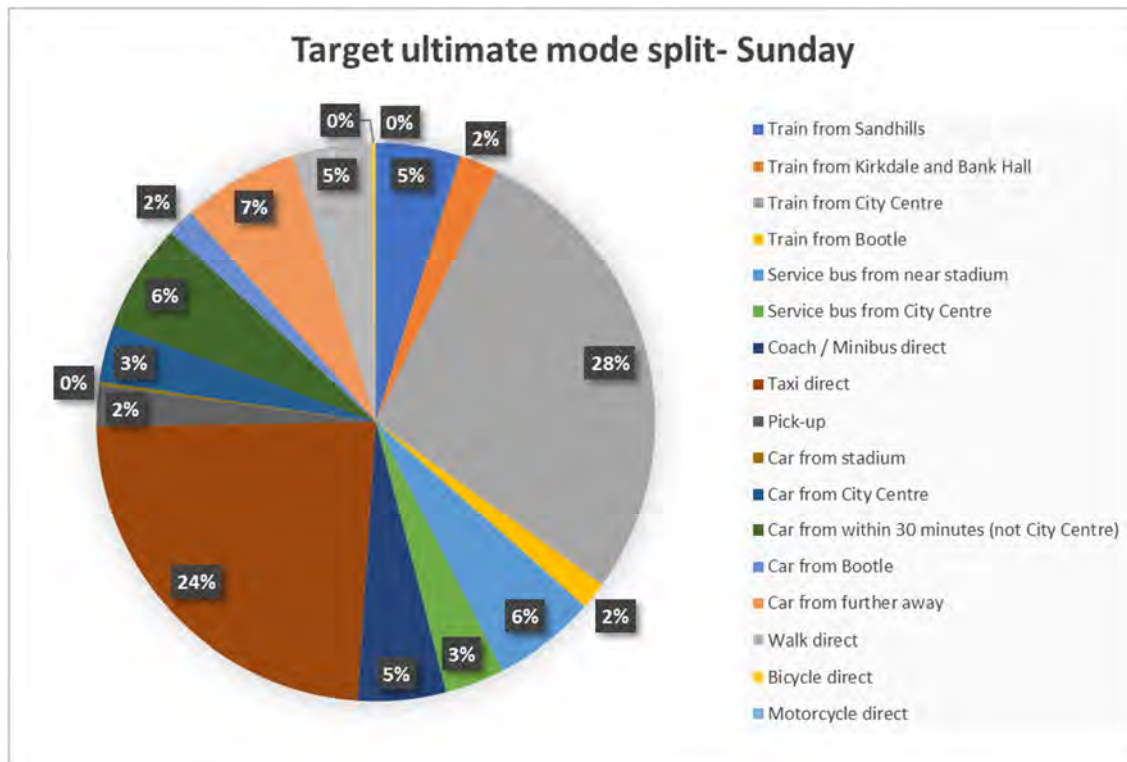
Source: Supporter Travel Survey / Mott MacDonald

Figure 61: Target ultimate mode split – Saturday



Source: Supporter Travel Survey / Mott MacDonald

Figure 62: Target ultimate mode split – Sunday



Source: Supporter Travel Survey / Mott MacDonald

When comparing the proportions using each mode as their main mode of travel, we obtain the following ultimate mode shares on each day of study:

Table 47: Ultimate Target Mode Share

| Ultimate Mode | Weekday | Saturday | Sunday |
|---------------|---------|----------|--------|
| Car | 31% | 24% | 24% |
| Train | 34% | 41% | 35% |
| Bus | 8% | 9% | 9% |
| Walk | 4% | 4% | 4% |
| Cycle | 0% | 0% | 0% |
| Taxi | 18% | 17% | 23% |
| Motorbike | 0% | 0% | 0% |
| Coach | 5% | 5% | 5% |

Source: Supporter Travel Survey / Mott MacDonald

10.6

Pedestrian Movement

10.6.1

Based on the target mode splits, an assessment exercise has been undertaken to analyse the most likely pedestrian routes taken by supporters from the proposed stadium. This has been undertaken to evaluate the ability of the surrounding streets to accommodate the pedestrian demand which will be generated and what measures will need to be included in the Match Day Transport Strategy so that pedestrian demand can be managed appropriately.

- 10.6.2 The focus of the pedestrian analysis exercise is the midweek post-match scenario where the vast majority of supporters will leave the stadium quickly and head home. It is considered that this will be a much more intense period of pedestrian demand than the weekend post-match scenario where supporters are more likely to choose to linger around the stadium and within the stadium itself for post-match entertainment and activities. The supporter survey tells us that supporters arrive in the vicinity of the stadium in the pre-match scenario at a more gradual rate than depart leave the vicinity of the stadium in the post-match time.
- 10.6.3 Taking this into account we consider that using the post – match weekday scenario as the basis of the pedestrian analysis exercise provides the most intense period of expected pedestrian demand and will therefore provide a robust assessment scenario.

Direction of Travel – Post Match Pedestrian Demand

- 10.6.4 The analysis in this section presents an estimate of the number of pedestrians who are likely to be walking in each direction immediately after a match, assuming a set of flow management, marshalling and signage measures to best manage the crowding effects.
- 10.6.5 As discussed in more detail in the following section, on account of security requirements and the pedestrian demand generated by the stadium a series of managed road closures and traffic restrictions will be needed to create a safe environment for pedestrians and to expedite their dispersal from the stadium area. Pedestrian movements have been estimated based on the number of people travelling their first mile away from the stadium post-match, and where those modes are accessed from.
- 10.6.6 The following assumptions have been made by mode
- Supporters travelling towards Sandhills for rail, taxi and bus services can use Regent Road, Derby Road (via Blackstone Street) and Dunes Way (via Blackstone and Boundary Streets).
 - Supporters accessing service buses are assumed to use Blackstone Street and Boundary Street to travel towards Vauxhall Road.
 - The proposed shuttle bus towards the city centre is assumed to depart from Derby Road southbound south of the junction with Boundary Street (see next section for further details).
 - The proposed shuttle bus towards Bootle is assumed to depart from Boundary Street northbound (adjacent to Atlantic Park – see next section for further details).
 - The taxi and drop-off/pick-up points are on Dublin Street accessed via Regent Road or Great Howard Street to the south of the stadium two equal smaller ranks on Boundary Street east of Derby Road, and to the north via Derby Road.
 - Those walking to the city centre will travel south on Regent Road and Derby Road/Great Howard Street.
 - Given that all freely available on-street parking within a 30-minute walk is located to the north of the stadium, those accessing this are assumed to split evenly between Regent Road North and Derby Road North.
 - Those accessing parking further away outside the city centre are assumed to split according to the split of home postcodes of supporters falling into this category.
- 10.6.7 The following diagrams show the broad split: north, south and east of pedestrian movements post-match on a weekday implied as a result of these assumptions:

Figure 63: Pedestrian Movement- Weekday Post – Match



Source: Mott MacDonald

Road closure strategy

- 10.6.8 In the pre and post-match scenarios, with 52,888 people arriving or departing the new stadium in a short space of time it is clear that temporary road closures will be needed in the vicinity of the stadium to accommodate large volumes of people and to exclude road vehicles from the area. This is also identified in the Security Report which accompanies this planning application. Pedestrian modelling has been undertaken using industry standard software to establish this. The exclusion of vehicles for this temporary period and the traffic management system which will be required to implement this is explored in Section 11. Through the modelling exercise and through site visits the following constraints to pedestrian movement which the Match Day Transport Strategy will seek to address are now discussed.

Constraints to pedestrian movement

Private streets

- 10.6.9 In terms of pedestrian movement only the Liverpool City Council Public Highway can be depended upon for pedestrian or vehicular movement. Private streets such as Fulton Street (south of Blackstone Street) cannot be relied upon for pedestrian or vehicular movement.

Hostile vehicle mitigation

- 10.6.10 Acting on recommendations from the Club's security consultant, and in agreement with Merseyside Police, it has been assumed Hostile Vehicle Mitigation (HVM) barriers will be installed at appropriate locations on the street. It has been agreed with the Police that the most likely location for these barriers will be Blackstone Street, Regent Road close to Walter Street and Regent Road close to Boundary Street. This form of mitigation has the potential to slow pedestrian movement, accordingly it is essential that this mitigation is located appropriately so as not to cause unnecessary hinderance to pedestrians.

Regent Road Bascule Bridge

- 10.6.11 A joint site visit was held between Mott MacDonald and Liverpool City Council officers in July 2019 to inspect pedestrian routes in the vicinity of the proposed stadium. During the site visit LCC raised concern with the condition and design of the footways and hand rails of the bascule bridge on Regent Road at Stanley Dock and their ability to accommodate large volumes of pedestrians safely. The footways and road bridge itself both form part of the Liverpool City Council adopted highway, but the structure is owned by Peel. Peel have informed Mott MacDonald that the bridge is a listed structure and that there are no proposals from Peel or LCC at present to improve the bridge footways. For the purpose of the assessment it is assumed that the footways of the bascule bridge will be closed to pedestrians via crowd management stewards and temporary fencing in the post-match period. Pedestrians crossing the bridge will walk on the road section of the bridge under the temporary road closures described in Section 11.

Great Howard Street and Derby Road Traffic

- 10.6.12 Once the Liverpool City Council North Key Corridor scheme is completed Great Howard Street and Derby Road will form continuous dual carriageways with a 40mph speed limit. Notwithstanding the improved crossing points that will be provided as part of these highway works the route will form an alternative north-south route for supporters on match days to Regent Road / Waterloo Road. Based on the pedestrian modelling exercise it is anticipated that Regent Road and Waterloo Road will become very busy, accordingly many supporters will prefer to use Derby Road / Great Howard Street for journeys north or south.
- 10.6.13 In addition, the stadium will generate significant demand to cross Great Howard Street / Derby Road on match days. Sandhills train station and shuttle buses and service buses will be located to the east of Great Howard Street and demand to cross will be particularly intense in the post-match period. The demand to cross Great Howard Street will far outweigh the capacity of the pedestrian crossings provided. For these reasons and to promote road safety Great Howard Street and Derby Road will be included in the road closure and traffic restriction strategy developed as part of the match day transport strategy.

Great Howard Street and Leeds Street Traffic

- 10.6.14 It has been established that there will be significant pedestrian demand between the city centre and the stadium on match days. Supporters approaching the city centre on Great Howard Street must navigate its junction with Leeds Street and New Quay to proceed to Old Hall Street.
- 10.6.15 In the post-match period with the intense pedestrian demand that this will generate it is expected that pedestrian demand could exceed the capacity of the crossings to accommodate this. As part of the Match Day Transport Strategy traffic management measures will be considered to accommodate demand.

Pedestrian Conclusions

- 10.6.16 Based on the match day modal targets established, it is clear that traffic restrictions will be needed in the vicinity of the stadium to accommodate pedestrian demand. Apart from those supporters who have parked within the on-site car park nearby nearly all other supporters will arrive and depart the stadium on foot. The need to restrict traffic will form an important part of the development of the Match Day Transport Strategy.

11 Match Day Transport Strategy

11.1 Introduction

- 11.1.1 This section details the Match Day Transport Strategy and the transport interventions required to deliver the strategy. The proposed strategy and interventions are focussed on achieving the modal targets set out in Section 10 and the objectives stated below.
- 11.1.2 The interventions outlined in this section have been discussed in detail with Liverpool City Council, Merseytravel, Merseyrail Electrics, Sefton Council, bus operators, taxi representatives and agreed prior to planning submission. Evidence of the agreement of bus and taxi operators is included as Appendix F.
- 11.1.3 This Section provides an overview of the Transport Strategy and interventions followed by a detailed breakdown on how each element is proposed to work on match days.

11.2 Transport Strategy objectives

- 11.2.1 The objectives of the match day transport strategy are illustrated in Figure 64.

Figure 64: Transport Strategy objectives

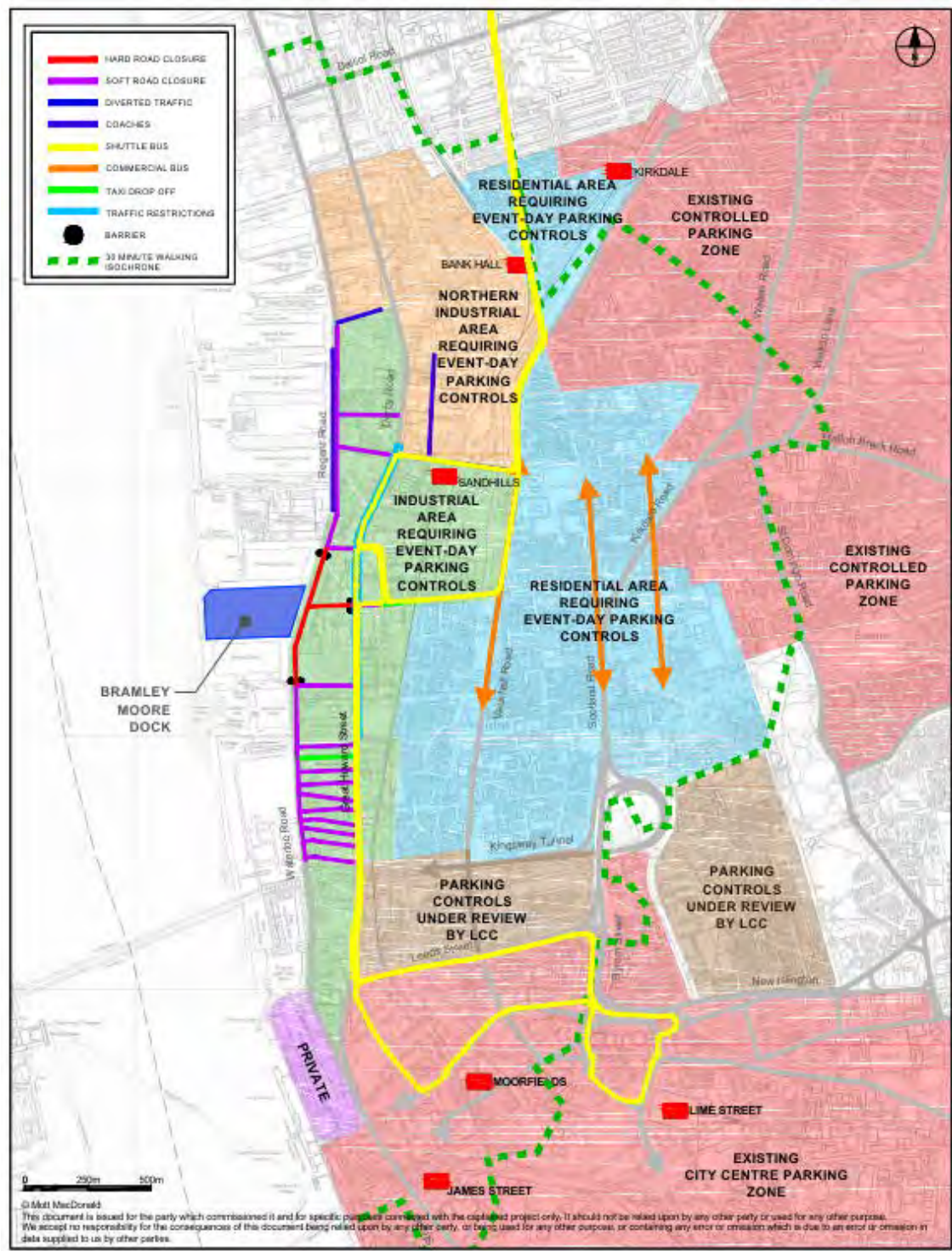


Source: Mott MacDonald

11.3 Match Day Transport Strategy overview

- 11.3.1 Figure 65 illustrates the key elements of the Transport Strategy and interventions. The remainder of Chapter 11 then sets out in detail how each of the key elements the Match Day Transport Strategy would operate, and the transport interventions required to implement.

Figure 65: Match Day Transport Strategy

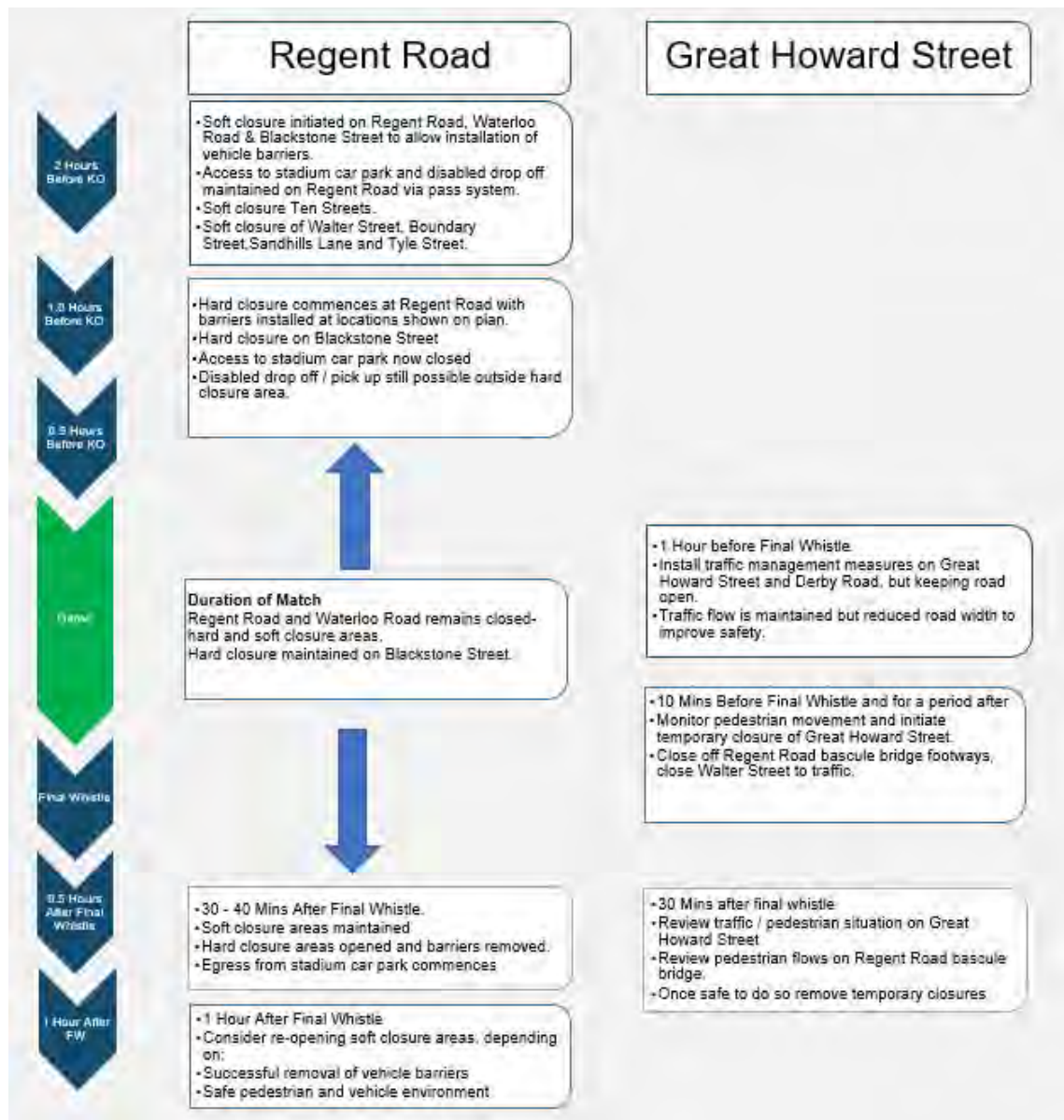


Source: Mott MacDonald

11.4 Traffic Restrictions and Temporary Road Closures

- 11.4.1 A series of road closures will be implemented immediately around the stadium and local streets, before, during and after the match. These closures have been recognised as necessary following engagement with the Police and Liverpool City Council. The rationale for these road closures is to support crowd safety and discourage a high influx of vehicles from streets surrounding the stadium.
- 11.4.2 It should be noted that the timings of the restrictions and closures outlined in this section are indicative only. The final timings of the closures will be agreed with Liverpool City Council and the Police prior to stadium opening. Furthermore, once the stadium opens the timings of the closures will be constantly reviewed and refined as will all traffic management interventions implemented on match days. Mott MacDonald has discussed the timings of the closures with Liverpool City Council following planning submission. Timings of openings and closures will be included in any Event Management Plan produced and agreed with LCC following any planning approval granted for this application.
- 11.4.3 Figure 66 below provides a basic summary of the indicative closure timings. Figure 65 illustrates the locations of the hard and soft closures. Detailed illustrations of the traffic management interventions are provided in the detailed plans in Appendix C.

Figure 66: Basic Match Day Road Closure Timings



Source: Mott MacDonald

Means of Hard and Soft Closure

Hard Closure

11.4.4

The means of hard road closure has been discussed with Everton's security consultants and the Police. It was agreed that some form of Hostile Vehicle Mitigation (HVM) barrier would be required. There are a wide range of these systems currently available on the market with new forms of barrier being developed regularly. It is not possible to prescribe exactly what form these barriers will take presently as the proposed stadium opening remains several years away. One requirement of the system is that it can be installed quickly on match days and then removed quickly so roads can be re-opened again.

- 11.4.5 For the purpose of the Transport Strategy it is assumed that the hard closure will be enforced using a 'Surface Guard' type system or similar. These barriers allow pedestrians to pass through, can be adapted to allow emergency vehicles through and are relatively quick to install and remove whilst providing a suitable level of protection for pedestrians.
- 11.4.6 It should be noted that the method of hard road closure proposed is more robust than that currently employed at Goodison Park where hard closures are enforced through parking vehicles and installing cones at the point of closure.
- 11.4.7 In post planning application discussions with LCC it has been agreed that the exact form of barrier and closure to be used can form a planning condition to any planning approval granted (noted in Appendix M).

Soft Closure

- 11.4.8 For the soft closures it is envisaged that this will be enforced using a combination of marshals, traffic cones and signage. It should be noted that vehicles will be permitted to drive within the areas of soft closure, but that a system will be employed so that only permitted vehicles will be able to pass through the soft closure areas. Any vehicle wishing to pass into a soft closure area will be challenged by a marshal before being turned away or permitted to pass through.
- 11.4.9 Only residents, and those needing access to businesses or the stadium itself would be permitted to pass into the soft closure areas. In addition, blue badge holders or those dropping off disabled passengers will be permitted within the soft closure area. Taxis will be permitted to access the match day taxi ranks within soft closure areas. This form of soft closure system is currently employed in the streets around Goodison Park and Anfield Stadium on match days.
- 11.4.10 It is acknowledged that the system is not guaranteed to ensure that all non-permitted motorists are refused access, as there may be motorists who successfully infiltrate the system. However, the system will be effective in discouraging the vast majority of match day traffic and through traffic so that street space is made available to pedestrians and residents and businesses are not unduly impacted on match days.

Match Day Road Closure Timeline

- 11.4.11 A basic timeline of the closure strategy is now provided. Please note the closure timings are indicative at present. The strategy will be subject to monitoring and refinement once the stadium opens.

Two hours before kick-off – Soft Road Closures

- 11.4.12 Soft road closures will be implemented on Regent Road/Waterloo Road from the junction with Bankfield Street to the north and Oil Street to the south. The closures will be signed well in advance of traffic arriving at the point of closure (see Section 11.13.5).
- 11.4.13 Additionally, at this time the Ten Streets area will also be subject to closure (Saltney Street to the north and Oil Street to the south). Further soft road closures will occur at Walter Street, Blackstone Street, Boundary Street (between Derby Road and Regent Road), Sandhills Lane, and Tyle Street. The closures, marshalling and local signage is illustrated in Appendix C.

Maintaining access for businesses and residents south of Blackstone Street

- 11.4.14 Within the soft closure area, one lane will be maintained on Regent Road, southbound from Blackstone Street to the junction with Oil Street. Traffic on this route will be permitted to travel southbound only. The purpose of this route is to maintain vehicular access to businesses and

properties and maintain traffic circulation within the soft closure area. This is shown in the plans in Appendix C. Access to Regent Road will be possible for permitted vehicles via:

- Blackstone Street (all movements junction with Great Howard Street).
- Walter Street (via an all movements junction with Great Howard Street).
- Saltney Street (left turn only junction with Great Howard Street).
- Dublin Street (left turn only with Great Howard Street).
- Dixon Street (left turn only with Great Howard Street).
- Cotton Street (all movements junction with Great Howard Street).
- Regent Street.
- Porter Street.
- Vulcan Street.
- Vandries Street.
- Oil Street.

Maintaining access for businesses and residents north of Blackstone Street

11.4.15 Within the soft closure area, a traffic lane will be maintained on Regent Road northbound from Blackstone Street to the junction with Bankfield Street. This traffic lane will mean that vehicle access to businesses and residents in this area is maintained throughout the soft closure period.

11.4.16 In this way access to the Regent Road northbound lane will be possible from:

- Blackstone Street (via an all movements junction with Great Howard Street).
- Boundary Street (via an all movements junction with Derby Road).
- Sandhills Lane (via an all movements junction with Derby Road).
- Belltower Road/Tyle Road (left turn only junction with Derby Road).
- Bankfield Street (via an all movements junction with Derby Road).

One Hour Before Kick Off- Hard Road Closure

11.4.17 Hard road closures will be implemented in this period on Regent Road between Boundary Street and 50m north of Walter Street, and on Blackstone Street. These closures will be enforced by HVM barriers. It is envisaged that only emergency vehicles will be permitted through the barriers in the period from one hour before kick-off. In exceptional circumstances (such as a late team coach or emergency egress from the stadium car park) other vehicles will be permitted to pass, however these strict exceptions will be infrequent.

Access to Stadium Car Park during road closure period

11.4.18 Entry to the stadium car park will be available throughout the soft closure period up until the hard closure is activated, approximately one hour before kick-off. With hard closure in place it will not be possible for cars to enter or exit the stadium car park. Only emergency vehicles will be permitted through the hard road closure area when in operation.

Match time

11.4.19 Through the duration of the match, the road closures will stay in place. Given the extent of the closures and the time it would take to remove them and re-install them it is likely that the closures could only be removed for a short period if removed during the match.

- 11.4.20 Through maintaining closures during the match, this will support any emergency evacuation of the stadium if necessary. Furthermore, the message to motorists will be consistent to advise those not travelling to the match that they should avoid the area.

One hour before final whistle – Traffic Restrictions on Derby Road / Great Howard Street

- 11.4.21 Once the North Liverpool Key Corridor highway works are completed the A565 Great Howard Street/Derby Road in the vicinity of the site will form dual carriageway subject to a 40mph speed limit. Taking account of the high pedestrian demand that will take place within this area in the post-match period, traffic speed will need to be reduced and more space provided to pedestrians to create a safe environment.
- 11.4.22 Approximately one hour before final whistle at the start of half-time traffic management measures will begin to be installed on the A565 Great Howard Street/Derby Road and Regent Road to reduce the dual carriageway to a single lane carriageway running in each direction. This will be implemented from Sandhills Lane in the north to Cotton Street in the south. This period of time is required to safely install the necessary traffic management measures in time for the final whistle. The lane closures will have the added benefit of creating additional space to provide shuttle bus stops on the A565 Derby Road/Great Howard Street. Traffic signals in this area will be placed under UTC control meaning that special signal timings will be used to manage traffic and pedestrians during this special situation.

Final Whistle

- 11.4.23 The road closures and traffic restrictions will continue to be in place following the final whistle until crowds have sufficiently dispersed. The traffic and pedestrian situation will be continually monitored.
- 11.4.24 With single lane running implemented on Great Howard Street / Derby Road this section of road will be temporarily closed in the period immediately after final whistle to allow pedestrians to safely cross Great Howard Street and Derby Road. Post-match road closures are a regular occurrence currently at Goodison Park on Walton Lane. At final whistle Walton Lane is closed, usually for around 20 minutes so that crowds can disperse safely. Accordingly, there is precedent within the city to temporarily close dual carriageway roads in the interest of pedestrian safety.
- 11.4.25 As noted in Section 10.5 in the post-match period it will be necessary to close off the footways of the Regent Road bascule bridge. Pedestrians will use the Regent Road carriageway when crossing the bridge. In the time leading up to the final whistle Regent Road at the bascule bridge would be one-way southbound, with the northbound lane closed off to vehicles for pedestrian use. In the period following final whistle it will be necessary for the whole carriageway to be closed to traffic. This will be facilitated by temporarily closing Walter Street (which would already be under soft closure) to all traffic. This will allow the entire Regent Road carriageway across the bascule bridge to be used by pedestrians.

Re-opening of roads and removal of restrictions post-match

- 11.4.26 The crowd situation will be monitored up to and following the decision to remove the closures.
- 11.4.27 It should be noted that the time taken to re-open the roads could vary depending on the timing of fixtures. For example, for a weekday evening game which would likely finish around 10PM (assuming a kick off at 8PM) supporters will disperse at a faster rate and roads re-open sooner than for a Saturday afternoon fixture. This is because of the desire for many supporters to egress from the area more quickly to get home on weekday evenings.

- 11.4.28 Presently, supporters at Goodison Park disperse relatively quickly in the post-match period. The supporter park typically closes in the post-match period and many of the pubs and restaurants popular with supporters are generally located further from the stadium along the A59.
- 11.4.29 At Bramley-Moore Dock, it is envisaged that there will be more opportunities for supporters to remain in the area around the stadium following daytime or evening fixtures on weekends. There will likely be activities within the stadium plaza during the post-match period in addition to a food and drink offer depending on licencing. Accordingly, we expect that egress from Bramley-Moore Dock will take place at a more gradual rate than is currently the case at Goodison Park.
- 11.4.30 To support the planning application and ensure a robust estimation of the post-match closure period is provided, it is anticipated that the hard road closures would stay in place for 30 – 40 minutes following final whistle and soft road closures and traffic restrictions would stay in place for up to one hour following final whistle.
- 11.4.31 It should be noted that once the proposed stadium is open and has hosted multiple games and events, the system of road closures and restrictions will continue to be refined, moreover travel habits of supporters will become established. This will mean that over time the period of closures will be reduced.

Match day traffic management control

- 11.4.32 Liverpool City Council will monitor the traffic and pedestrian situation on match days through their Urban Traffic Control (UTC) system. The system allows LCC to review network operation remotely from their offices and make changes to signal timings and signage in response to changing conditions. In this way traffic LCC are able to make changes to traffic control to maintain the most efficient conditions. Consultation with Liverpool City Council has revealed that they are satisfied that the system can be used on the Regent Road, Great Howard Street, Derby Road corridors as well as the wider network to effectively manage pedestrian and traffic demand as well as the proposed road closures on match days. The UTC control will include the operation of the Great Howard Street / Leeds Street Old Hall Street junction.
- 11.4.33 Following planning submission MM has met with LCC UTC to discuss how a UTC plan of the streets surrounding the stadium and those remote from it may be secured. The requirement to agree these items in full will be secured under the section 106 agreement or otherwise conditioned to any approval granted. This is referenced in Appendix M. At the Great Howard Street / Leeds Street junction as well as the Great Howard Street / Blackstone Street / Derby Road / Boundary Street junction traffic marshalls will be present on street in the post-match period to encourage safe crossing of the carriageway with the UTC plan in place.
- 11.4.34 Within the proposed stadium a match day control centre will be established. The control centre will allow the Police, Everton security and stewarding and the match day traffic management team to be in constant contact. These three parties will be able to easily contact each other and pass on information as necessary. The match day traffic management team will report and feedback on the match day traffic and crowd situation as it develops. In this way the traffic management measures can be adapted on match days in the event of any emergency or planned procedure.
- 11.4.35 Consultation with Peel and United Utilities, as adjacent land owners to the application site, confirmed that both parties would like to be able to pass on information to the Club in advance of match days or on match days. For instance, should construction be underway within the Liverpool Waters scheme, co-ordination may be required in advance of match day to avoid the mixture of large crowds and construction traffic. Similarly, in the event of maintenance or an emergency at the United Utilities Wastewater Treatment Works coordination with the Club

would be needed so as to provide appropriate means of access. The need to maintain access to the United Utilities site as a critical asset is recognised and the traffic management plan takes account of this. The site access to the United Utilities Wastewater Treatment Works on Regent Road is located outside the hard road closure area but included within the soft closure area. In this way, through the pre-match, match time and post-match periods United Utilities staff and operational vehicles will be permitted access through the soft road closure system.

- 11.4.36 The Club has confirmed that a direct line of communication would be set up prior to stadium opening with these parties and other stakeholders so that coordination could take place prior to every match day. These parties would also have a direct line to the match day control centre in case of emergency. Furthermore, both parties have requested to join the Transport Working Group following any granting of planning permission to the stadium and in this way will be involved in reviewing the transport strategy following stadium opening.

11.5 Off-site parking management

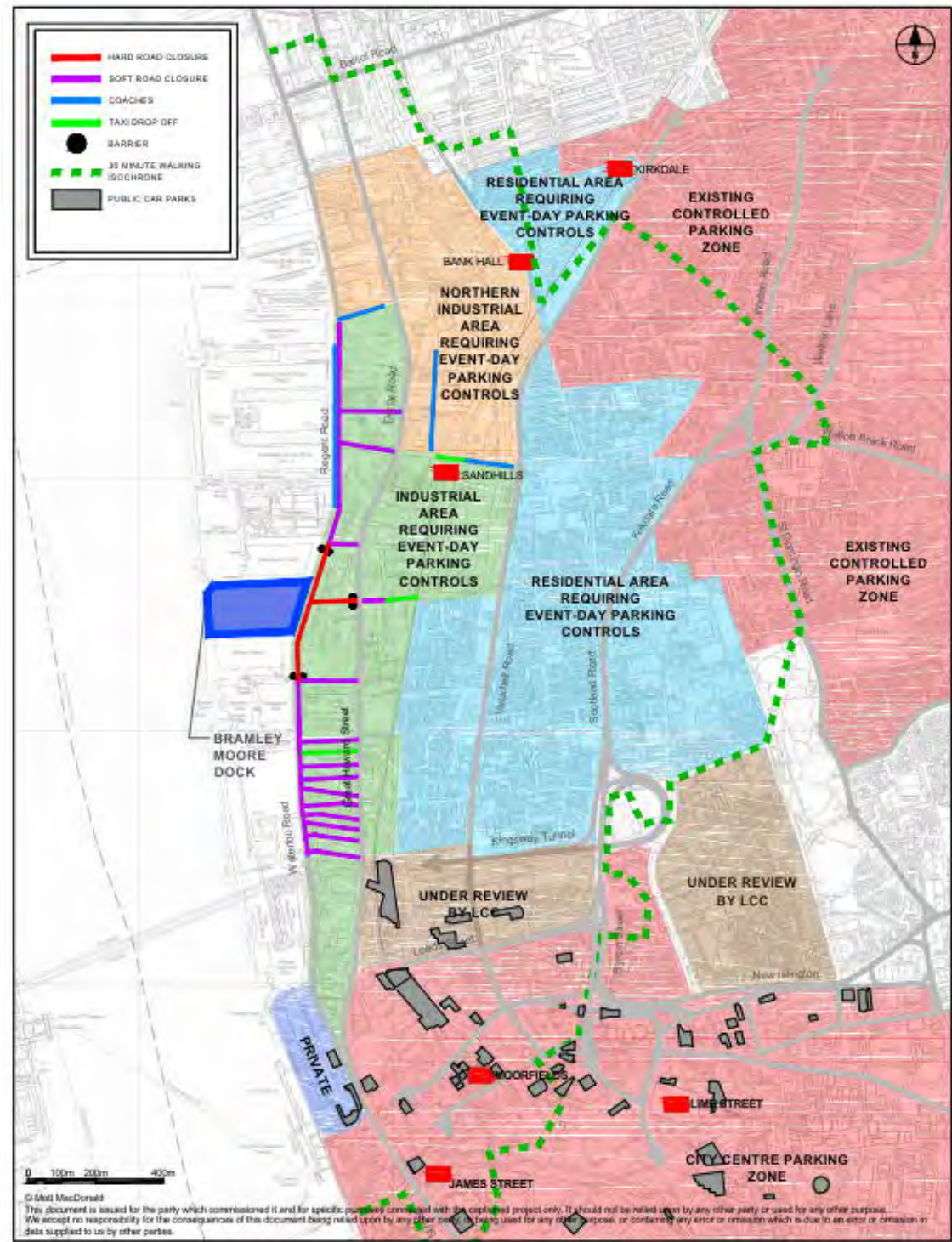
In Section 10.2, it was identified within a 30-minute walking distance of the application site where on-street supporter parking will be prohibited based on current controls, where it will become prohibited based on future controls, and where it will be acceptable. Figure 67 below indicates how each area will be treated in the context of proposed match day traffic management controls, while Table 49 provides more detail on each area shown. These arrangements have been agreed in pre-application discussions with Liverpool City Council. It should be noted that securing the new controlled parking areas have been discussed with Liverpool City Council Parking Services in post planning submission consultation. The requirement to agree these measures in full will be secured under the Section 106 agreement or otherwise conditioned to any approval granted. Dialogue is noted in Appendix M. With the proposed parking restrictions in place, this will deter match day traffic from residential areas. This will help protect the amenity of local residents and businesses whilst also promoting pedestrian safety.

Table 48: Existing and proposed off-site parking management measures

| Area category | Area sub-category | Figure 64 Map Area | Parking measures |
|--|--|-----------------------|---|
| Spectator parking prohibited by current controls | Existing Goodison/Anfield Residents Parking Zone | Red | Existing measures prohibit on-street non-permit parking between 10:00 and 00:00 every day from August to June inclusive. No changes required. |
| | City centre Controlled Parking Zone | Red | Existing measures limit on-street parking on single-yellow lines between 08:00 and 18:00 every day, which prevents this type of spectator parking for all events except evening events. No changes to this are proposed by the applicant, though LCC may extend operating hours in future. |
| | Private estate (Princes Dock) | Lilac | All on-street parking currently prohibited in this area. No changes required. |
| Spectator parking to be prohibited by future controls | Extension to Goodison/Anfield Residents Parking Zone | Light blue | Proposed extension of adjacent Residents Parking Zone to protect residential parking supply. Subject to consultation and approvals, same operating times to be adopted. |
| | Match day parking exclusion zone | Green | Purpose of this area is to deter match day traffic away from traffic management area where pedestrians and public transport movements will be prioritised. Spectator parking will be prohibited by a combination of the traffic management measures and, for streets not covered by these, Permit Parking Areas (PPA) will be introduced to protect business parking. Subject to consultation and approvals, proposed PPA operating hours will be the same as the above Residents Parking Zone, which is 10:00 until 00:00 every day from August to June inclusive. |
| | Areas under review for parking controls by LCC | Brown | LCC are currently reviewing these areas for the introduction of residents parking controls in order to manage city centre related parking. Such controls, if introduced, will likely also limit spectator parking at match times. Notwithstanding this parking spaces here are not included in our parking calculations. LCC has indicated that it is possible that these areas will need to be included in an FMPZ prior to stadium opening. |
| Spectator parking to be prohibited by future controls. | Match day parking exclusion zone | Gold | Spectator parking will be prohibited by a combination of the traffic management measures and, for streets not covered by these, Permit Parking Areas (PPA) will be introduced to protect business parking. Subject to consultation and approvals, proposed PPA operating hours will be the same as the above Residents Parking Zone, which is 10:00 until 00:00 every day from August to June. North of Bank Hall Street limited public parking will be permitted within this controlled area. |

Source: Mott MacDonald

Figure 67: Off-site parking management measures



Source: Mott MacDonald

11.6 Shuttle bus strategy

11.6.1 It is proposed that two shuttle bus routes will operate (on a commercial basis) to carry supporters to Bramley-Moore Dock in the pre-match period, and from the stadium in the post-

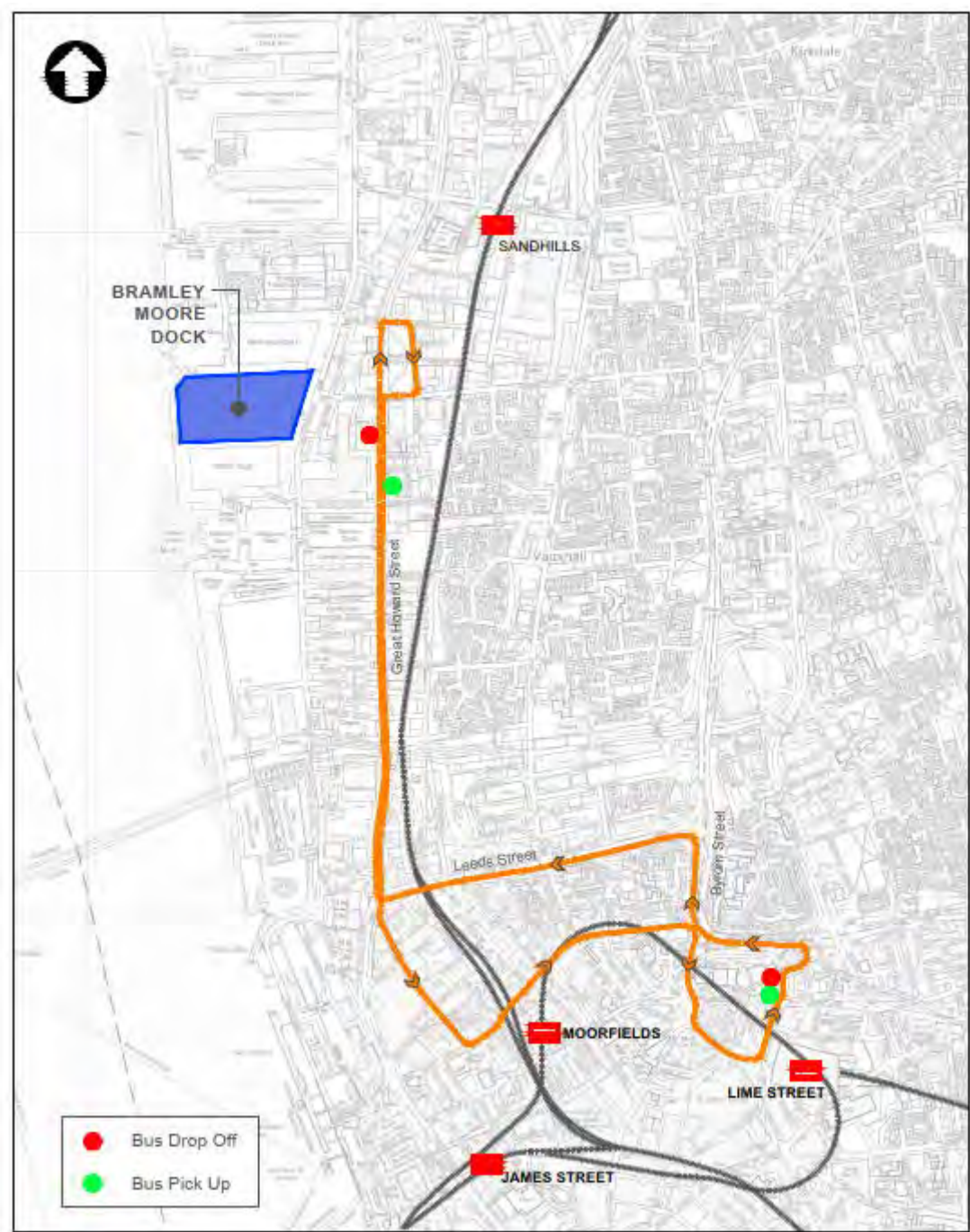
match period. The two services proposed include shuttle buses between the stadium and Liverpool city centre serving Moorfields and Lime Street stations and Queen Square bus station, and a shuttle bus between the stadium and Bootle town centre serving Bootle bus station.

11.6.2

Discussions have been held with both Stagecoach and Arriva as the City Region's main bus operators, during the development of the transport strategy for Bramley-Moore Dock to understand their capacity and willingness to operate shuttle buses on match days. Both operators expressed significant interest in running these routes and are generally supportive of the principles established. Evidence of their agreement is provided in Appendix F. Please refer to Figure 68 and Figure 69. The bus strategy is summarised as follows:

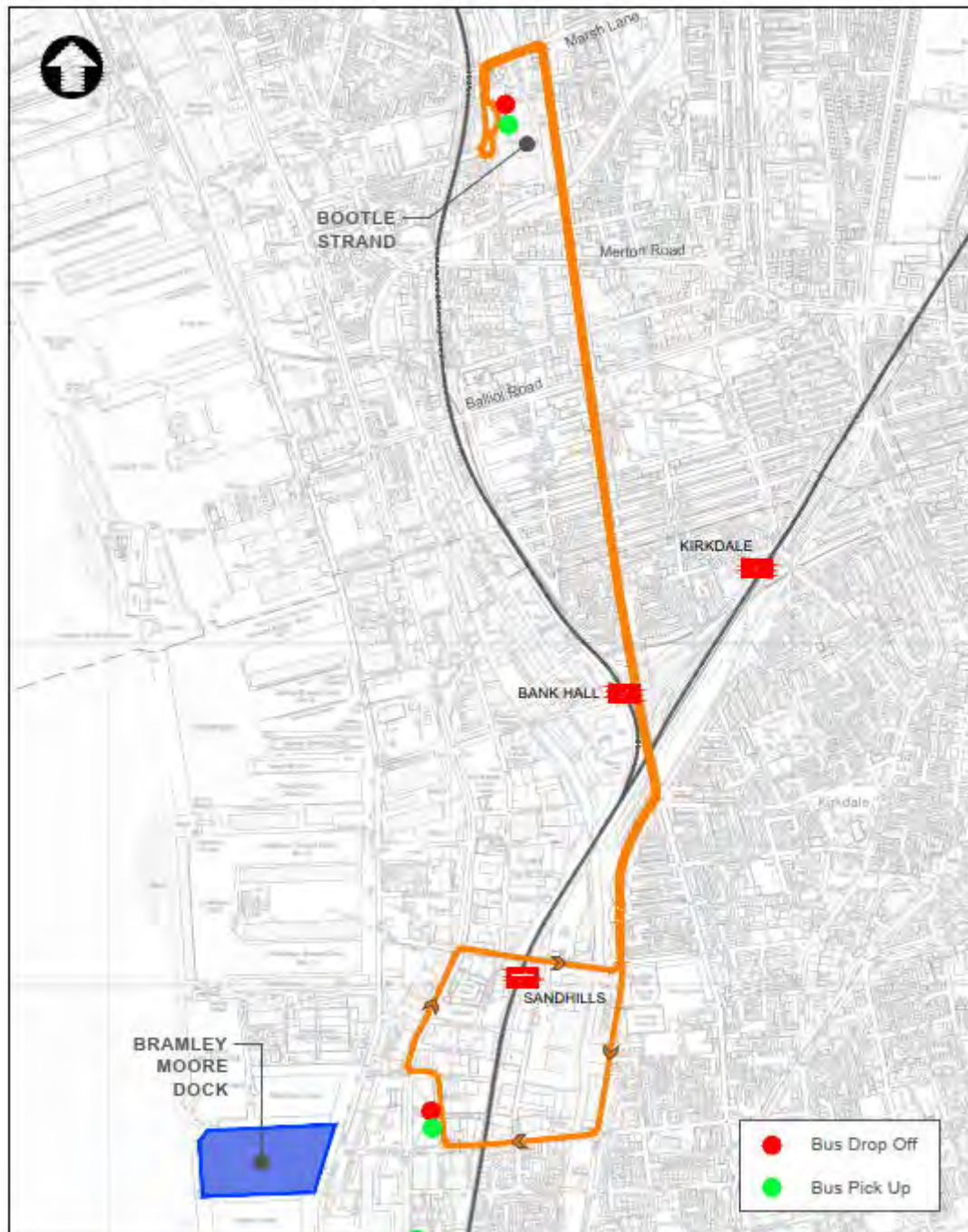
- In the pre-match period, buses from the city centre will run on a frequent basis from St John's Lane or an alternative location near to Lime Street station to drop-off on Derby Road northbound, south of the junction with Blackstone Street. The additional drop-off at Moorfields is necessary in the post-match period to provide alternative connectivity to the Merseyrail Northern Line for those rail passengers unable to board southbound services from Sandhills in the post-match period (see Rail section below). This location is also a short distance from James Street station for supporters travelling to the Wirral.
- In the post-match period, the city centre shuttle will depart from Derby Road southbound, south of the junction with Boundary Street and with the front of the queue well to the south – possibly as far south as Lightbody Street. This will allow 15 buses to queue in this location without risk of pedestrians attempting to cross Derby Road between buses. Following discussion with operators there is confidence that 4 buses could be loaded at a time in each 5-minute period, and that a total of 20 buses could be successfully loaded before the first departures arrived back for a second load. Any overspill of bus units could be catered for on Boundary Street southbound adjacent to Atlantic Park.
- Shuttle buses from and to Bootle could drop-off and pick-up passengers before and after the match respectively from Boundary Street northbound adjacent to Atlantic Park with the front of the queue at the northern-most section of this link. Visibility of these services in the post-match period may require 1 vehicle to be parked on Boundary Street eastbound visible from Blackstone Street.
- A total of 7 buses would be required to run a 5-minute frequency from Bootle before the match, and this would be increased to 9 buses in the post-match period which would queue on Boundary Street northbound.
- In Bootle the Strand Bus Station is an appropriate location as the start / terminus on account of its location close to Bootle Strand station, high capacity car parking and potential to interchange with other bus services.
- It should be noted that Arriva and Stagecoach have indicated in pre application discussions that they have sufficient capacity available in terms of buses and drivers to operate these match day services in addition to their normal commercial services. Arriva and Stagecoach have confirmed that they expect these shuttle services to be commercially viable with no subsidy from Everton required.
- Post planning submission consultation with Liverpool City Council and Merseytravel has revealed that on account of the ongoing Liverpool City Centre Connectivity Scheme that the existing bus stands used for football services in the city centre at St John's Lane will be removed. A new facility for existing services to Goodison Park and Anfield Stadium is to be trialled at Commutation Row outside Lime Street Station. The shuttle bus strategy (Figure 68) has therefore been amended since the December planning submission to take this into account. This is noted in Appendix M.

Figure 68: Indicative City Centre Shuttle Bus Route



Source: Mott MacDonald

Figure 69: Indicative Bootle Town Centre Shuttle Bus Route



Source: Mott MacDonald

- 11.6.2.1 Following planning submission discussions have taken place with LCC and Merseytravel on how these services can be secured. All parties agree that the services will be commercially viable however LCC and Merseytravel has indicated a fallback must be included via planning condition to ensure a level of service is maintained should the services unexpectedly cease operation. In the event the bus services cease it would be the responsibility of the Club to ensure the services continue to run. The requirement to agree this in full will be secured under

the Section 106 agreement or otherwise conditioned to any approval granted. This is noted in Appendix M. It should be noted that following the opening of the new stadium the operation of the shuttle services will be monitored by the Transport Working Group. Commercial bus

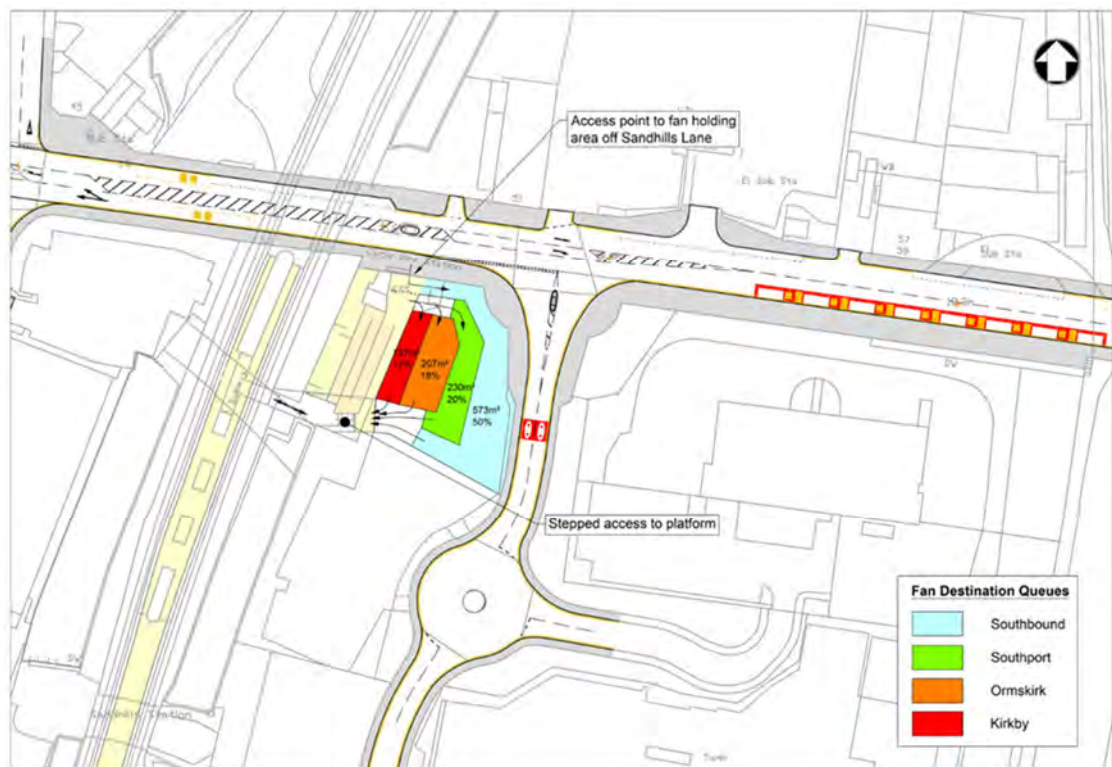
- 11.6.3 Commercial service buses are expected to operate to their existing timetables and to and from their existing stopping points on Vauxhall Road, Stanley Road, Scotland Road and Great Homer Street. Bus operators have indicated in discussions that they will be able and willing to increase the capacity of services by running a greater number of double decker buses and by potentially doubling up the service by sending two buses at a time, to increase the capacity available on buses to meet the stated demand.
- 11.6.4 It should also be noted that operators have also stated that they would consider the potential for some commercial services on match days to be diverted to Vauxhall Road to bring them closer to the stadium. Operators have confirmed that they have sufficient capacity to run both match day shuttle services and their normal (and potentially enhanced) everyday commercial services. The commercial bus strategy would not require any new buses or bus infrastructure and would operate from existing bus stops.

11.7 Rail travel

- 11.7.1 As the nearest station to the stadium, and at an optimum distance in terms of crowd dispersal and staggered arrival time, travel to and from Sandhills station will be attractive for many supporters both before and particularly after the match. Having examined the stated demand for the station in surveys and its available capacity, the proposed strategy to manage demand is that supporters will be corralled outside Sandhills station in the post-match period. In the pre match period when supporters are arriving at the station Merseyrail and Merseytravel are comfortable that no special measures on match days will be required at the station beyond the provision of a small number of additional staff and the corraling facility itself (design to be finalises) to assist supporters and maintain safe operation of the station.
- 11.7.2 The corraling area will be located on the land immediately adjacent to the station under the ownership of Merseytravel. An area of hard-standing will be required in this vicinity, and it is proposed that the passengers be asked to form into four queues within this area separated by temporary barriers:
- Passengers for stations on the Southport line;
 - Passengers for stations on the Ormskirk line;
 - Passengers for stations on the Kirkby line; and
 - All southbound passengers.
- 11.7.3 Each queue will be called to the platform via the subway in the interval between trains arriving at the station so that the queue for the next arriving train will be waiting to access the platform as soon as it is vacated by the previous train demand. Southbound trains arrive more frequently (6 to 12 per hour) and therefore for the southbound passengers two options exist:
- Either southbound passengers will be called separately during the long period between Southport train departures and Ormskirk train arrivals (7 minutes which could be divided into two equal 3.5-minute sections for accessing the platform); or
 - Southbound passengers could join the queue with the least demand (likely to be the Kirkby queue) and access the platform at the same time as the Kirkby passengers.
- 11.7.3.1 The final details of the boarding strategy will be considered at length before opening by those in the rail industry with expertise in this area. However, at this planning stage Merseytravel,

Merseyrail Electrics and the Liverpool City Region Combined Authority are comfortable that the system will be able to work from the first day of the opening of the stadium to provide the stated maximum station entrance throughput per hour of 2,500 passengers in the post-match period for train boarding. It is clear that the proposed strategy will however require careful marshalling to ensure safety and optimum capacity is provided throughout the period until the period of high demand is over. The following figure provides an indicative arrangement for hardstanding outside Sandhills station, and a possible arrangement for four queues. At time of writing dialogue is ongoing between the Club and Merseytravel on the specific design of the corraling facility.

Figure 70: Potential Corraling Area – Sandhills



Source: Mott MacDonald

- 11.7.4 While rail travel from Sandhills will not be prohibited, supporters walking to Sandhills station will have to walk past other available modes of transport, which may result in them electing to choose an alternative mode from rail. This is particularly true if they have had experience of long queuing times at Sandhills on previous matchdays given the restrictions on passenger throughput that will exist in the early years following stadium opening.
- 11.7.5 In the supporter travel survey, a small number of supporters suggested that they would access rail services at Kirkdale or Bank Hall stations, and it is envisaged that more will use these stations as an alternative to Sandhills for northbound travel, if Sandhills becomes too busy. However, the relatively small number of people that are likely to alight/board at these stations means that no special strategy will be required to be in operation at Kirkdale or Bank Hall stations post-match. It is noted that Bank Hall is the same distance from Bramley-Moore Dock than Goodison Park (1.9km walk). This will prove attractive so some. For southbound travel it is noted that Moorfields station is less than half an hour walk away (2.3km) and will prove an attractive alternative to some rather than queueing at Sandhills.

- 11.7.6 Accordingly, in the post-match period passengers who have used the rail network to travel to the stadium will have the following options available to them other than a return journey from Sandhills:
- A high-frequency shuttlebus between Bramley-Moore Dock and the city centre (from Great Howard Street / Blackstone Street junction and proposed to serve both Moorfields and Lime Street stations);
 - A high-frequency shuttlebus to Bootle
 - Existing commercial bus services on Vauxhall Road and Scotland Road;
 - Rail services from both Bank Hall station (on the Southport line) and Kirkdale station (on the Ormskirk and Kirkby lines) to take residual northbound rail demand;
 - Taxi rank facilities on Boundary Street, Dublin Street and at Sandhills Lane;
 - Walking between the stadium and the city centre;
- 11.7.7 Merseytravel, Merseyrail and the Liverpool City Region Combined Authority have all confirmed their agreement with the rail element of the transport strategy for this planning application. Written evidence of their agreement is shown in Appendix F.
- 11.7.8 The provision of the corraling facility forms part of the Section 106 Heads of Terms included in this planning application. Following planning submission, the Club will continue to engage with Merseytravel on the development of the design of this facility and its delivery. The requirement to agree these items in full will be secured under the section 106 agreement or otherwise conditioned to any approval granted. This is noted in Appendix M.

11.8 Taxi Strategy

- 11.8.1 Discussions have been held with Unite the Union as the representatives of Hackney Carriages (black cabs) in Liverpool and also with a private hire taxi company in developing the taxi strategy for the stadium. Unite the Union has agreed to the proposed strategy as evidenced in Appendix F.

Black Cabs

- 11.8.2 Three taxi ranks will be provided:
- Northern Rank – Sandhills Lane (approximately 15 taxi spaces).
 - Central Rank – Boundary Street (approximately 25 spaces).
 - Southern Rank – Dublin Street (approximately 35 spaces).
- 11.8.3 The ranks are illustrated in the detailed plans in Appendix C. It is envisaged that the Sandhills Lane and Boundary Street facilities would be permanent ranks subject to the appropriate TROs rather than a temporary match day facility. The rank on Dublin Street would be a temporary match day facility controlled by marshals. This is due to the need to maintain access to the commercial properties on this road.
- 11.8.4 Between these three ranks and any informal on street pick up, Unite the Union members have confirmed that they are comfortable that in combination with private hire taxis they could move 15,000 or more of supporters on match days.

Private Hire Taxis

- 11.8.5 Engagement with a significant private-hire taxi operator in Liverpool has revealed that a dedicated taxi facility for private hire taxis is not considered necessary for the proposed new

stadium. Private hire taxis tend to prefer to pick up and drop off away from stadia to expediate the journey. Accordingly, in line with advice from the private hire company is envisaged that in the pre and post-match periods, private hire taxis will pick up and drop off some distance from the stadium even though they would be able to access the areas within the soft closure.

- 11.8.6 In the pre-match period, with the soft road closures in place it is likely that most taxis would drop off on the A565 Great Howard Street/Derby Road, adjoining side roads in the area and parts of Regent Road/Waterloo Road which are accessible. As per LCC regulations, designated and managed on-street drop-off and pick-up facilities would not be permitted to be established for private hires.
- 11.8.7 In the post-match period, it is envisaged that due to intensive demand for taxi travel combined with the traffic restrictions that will be implemented on the A565 Great Howard Street/Derby Road, taxis would pick up a greater distance away from the stadium than the pre-match drop off. Depending on the destination of trips, it is envisaged that Vauxhall Road/Commercial Road would be used for pick up as well as Stanley Road. In this way private hire taxi pick up will be dispersed on the network.

11.9 Private car drop-off and pick-up

- 11.9.1 Disabled supporters will be able to be dropped off on Regent Road outside of the Bramley-Dock wall within laybys which are currently being constructed on street as part of the ongoing roadworks here. This drop off area will be marshalled and available until one hour before kick off when the area is placed under hard closure.
- 11.9.2 Because of the need to close the area to traffic via a hard closure, for pedestrian safety it will not be possible to accommodate disabled drop off or pick up during the hard closure. The only vehicular traffic permitted in the hard closure area will be for emergency vehicles only. It will be possible however for blue badge holders, taxis and cars with disabled passengers to drop off disabled passengers within the soft closure area.
- 11.9.3 For other supporters being dropped off or picked up no access will be possible to the areas under hard and soft closure. Therefore, up to two hours before the match supporters can be dropped off outside the stadium on Regent Road. With soft closures in place from 2 hours before kick-off supporters will need to be dropped off remotely outside the soft closure areas.
- 11.9.4 Side roads off Great Howard Street and Derby Road as well as other north-south routes such as Vauxhall Road, Commercial Road, Stanley Road and Scotland Road will be popular for this purpose. Similar to private hire taxis, drivers will not wish to pass too close to the soft closure areas and get caught in any congestion particularly in the post-match period when Great Howard Street will be closed temporarily.
- 11.9.5 In this way drop off and pick up traffic during road closure period will take place remote from the site and will be widely dispersed on the road network.

11.10 Coach parking

- 11.10.1 The transport strategy provides for a maximum of 74 coach parking spaces in various locations. These are illustrated in the plans in Appendix C. Typically, at Goodison Park there are usually around 40 coaches per home game carrying home and away supporters. This number fluctuates from fixture to fixture, for instance Everton's FA cup fixture against Lincoln City in 2019 attracted over 60 coaches. The provision of 74 spaces therefore will be sufficient for the vast majority of fixtures.

- 11.10.2 For the strategy and target mode split, it has been assumed that the current figure of 40 coaches will drop off, wait and pick up supporters after the match. It is assumed each coach will carry an average of 65 passengers, offering transport for 2,600 people. Coach parking locations will be provided on Regent Road, Bankfield Street, Bankhall Lane and Sandhills Lane, as shown in the plans in Appendix C. The coach bays will be temporary and operate on match day only. They would be controlled under temporary traffic management conditions and monitored by marshals.
- 11.10.3 The closest coach bays to the stadium, located on Regent Road north of the stadium would be typically reserved for away supporter coaches. The away section of the stadium is in the north east corner of the stadium. Therefore, the away supporter coaches are located as close to the stadium as possible if a police escort is required for away supporters. Although police escorting away supporters to coaches is an infrequent occurrence at Everton home fixtures this arrangement will make the escorting process as short a journey as possible.
- 11.10.4 Supporter coaches with a high occupancy of disabled supporters will be permitted priority to use the closest coach parking areas on Regent Road or coach parking bays at Sandhills Station (for connection to stadium shuttle services). It will be the responsibility of the coach operator to notify the Club well in advance of the fixture so that the necessary traffic management arrangements can be made.

11.11 Walking strategy

- 11.11.1 The pre- and post-match temporary road closures and traffic restrictions will deter unnecessary traffic from the streets surrounding the stadium and free up road space for use by pedestrians.
- 11.11.2 As set out in Section 4.4 LCC are currently carrying out significant highway works in the vicinity of the stadium site, with more works planned in the near future which will dramatically improve pedestrian and cycle connectivity, especially towards the city centre and also northwards to Bootle in Sefton. These will be delivered as part of LCC's North Liverpool Key Corridor works and Liverpool City Centre Connectivity works.
- 11.11.3 This section now details the pedestrian facilities that will be available to supporters on match days in the vicinity of the site, an illustration of this is shown in Figure 71 and Figure 72.

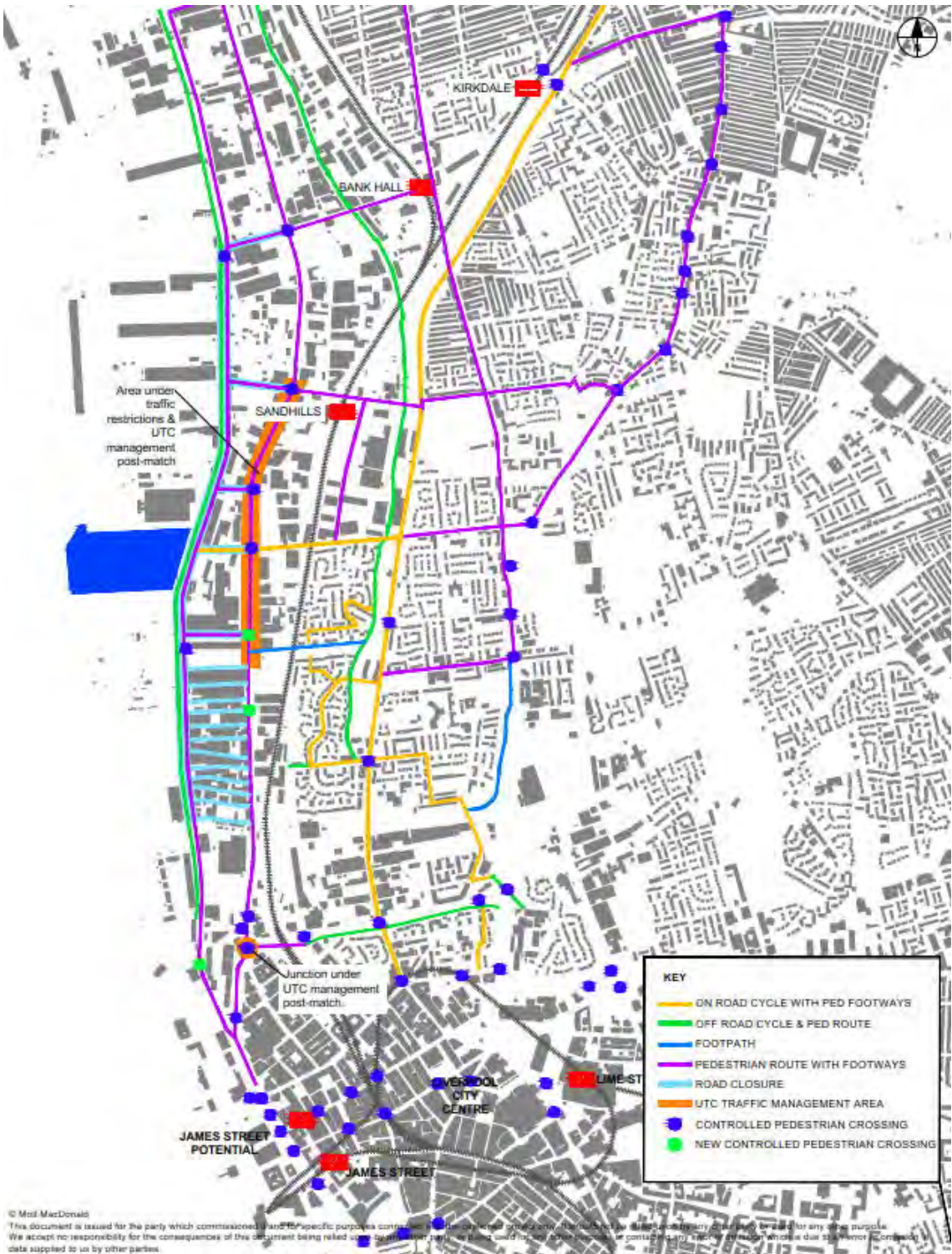
South of Stadium to the City Centre

- 11.11.4 Regent Road and Waterloo Road are in the process of being upgraded and resurfaced to include a cycleway and widened footways. Bath Street will also be improved with a new cycleway and widened footways. On account of the temporary traffic management pedestrians will be able to walk within the road north of Oil Street and will not be restricted to the footways. The improvements at Regent Road, Waterloo Road and Regent Road will connect to The Strand which itself is soon to be improved by LCC with widened footways and a cycleway.
- 11.11.5 In the post-match period, the footways on the Regent Road bascule bridge will be closed off (Section 10.5). To mitigate this the Regent Road carriageway will be temporarily closed to traffic across the bridge as will Walter Street to allow more space for pedestrians to cross the bridge in the absence of the footways.
- 11.11.6 Great Howard Street and Derby Road are also in the process of being upgraded with widened footways, new signal crossings and improvement to existing signal crossings are being made. In the post-match period the section of Great Howard Street and Derby Road between Cotton Street and Sandhills Lane will be reduced to one lane in each direction, slowing traffic and providing more road space to pedestrians. Traffic signals in this area will be placed under UTC

control meaning that special signal timings will be used to manage traffic and pedestrians in this special situation. This also gives LCC the ability to temporarily close this section of road for a short period to allow pedestrians to cross.

- 11.11.7 Supporters approaching the City Centre on Great Howard Street must navigate its junction with Leeds Street and New Quay to proceed to Old Hall Street. Supporters walking to Lime Street station will also need to cross Leeds Street. Although pedestrian crossing facilities are already in place here LCC has stated that in the post-match period when demand will be highest that the junction could be placed under UTC control. This means that special signal timings would be implemented at the junction to assist pedestrians in crossing this junction.

Figure 71: Pedestrian facilities on match days



Source: Mott MacDonald

Figure 72: Improved footway and new cycleway on Regent Road, south of Bramley-Moore Dock



Source: Mott MacDonald

North to car parking, coach parking and northern train stations

- 11.11.8 Similar to the routes south, in the immediate vicinity of the stadium supporters will be able to take advantage of the temporary traffic management measures which will be in place before and after the match which will provide additional pedestrian space. Regent Road will be under hard and soft closure conditions northwards to Bankfield Street. Coach parking will be available on Regent Road itself as well as Bankfield Street further to the north with Sandhills Lane and Bankhall lane further to the east.
- 11.11.9 In heading north some supporters will also use Great Howard Street, using either Blackstone Street, Boundary Street, Bankhall Lane to reach this destination. All these streets will be subject to soft road closure in the pre- and post-match period (Blackstone Street under hard closure).
- 11.11.10 On-street car parking will be available north of Sandhills Lane and north of Bankfield Street. These areas will be readily accessible on foot.
- 11.11.11 It is expected that in the pre match scenario the vast majority of supporters will use Sandhills station to access the stadium. It is in the post-match scenario with queues forming at Sandhills when we expect that supporters with destinations to the north will choose to walk to Bank Hall or Kirkdale. Accordingly, the road closures on Regent Road and Derby Road will assist their movement in the vicinity of the stadium for the first part of their journey.

East towards Sandhills Station and Shuttle Buses

- 11.11.12 To access Sandhills station and shuttle bus stops pedestrians must cross Great Howard Street / Derby Road. In the pre match scenario pedestrians will be able to use the signalised pedestrian crossing points available at the key junctions between the stadium and these facilities namely:
- Sandhills Lane / Derby Road;
 - Derby Road / Boundary Street;
 - Derby Road / Great Howard Street / Blackstone Street
 - Great Howard Street / Walter Street / Lightbody Street (to be installed upon completion of LCC's North Liverpool Key Corridor).
- 11.11.13 In pre application discussions with LCC it was noted that it may be of benefit to supporters, particularly in the pre-match period that guard railing be removed from these junctions to increase capacity. This will be considered by LCC post- planning submission.
- 11.11.14 Prior to final whistle Great Howard Street and Derby Road will be reduced to one lane running in each direction between Sandhills Lane and Cotton Street. Immediately after final whistle this section of road will be temporarily closed. This will make crossing Great Howard Street / Derby Road in this period much safer considering the significant volume of pedestrians exiting the stadium.

11.12 Match day activities- Plaza and Fanzone

- 11.12.1 This will form a key part of the match day experience for many supporters as a place to meet, socialise and be entertained. The use of the fanzone will have some bearing on match day travel habits of supporters, meaning that they will arrive early to the match to experience the fanzone and potentially dwell at the fanzone for a time after the match. The offer available at the fanzone will go way beyond the entertainment on offer at the existing fanzone at Goodison Park.
- 11.12.2 The supporter survey revealed that around 30% of supporters would be interested in the Fanzone and would likely visit / participate in events as part of their matchday experience. As well as enhancing the match day experience for supporters the fanzone will have the benefit of spreading transport demand on match-day. Some supporters may choose to arrive at the stadium site early to experience the fan zone, whilst other post-match may choose to experience the offer for an extended duration following final whistle.
- 11.12.3 The fan zone is likely to include the following:
- A stage;
 - A mix of permanent and moveable concession stands offering food, drink, merchandise and other services;
 - TV screens showing highlights and general Everton and football entertainment;
 - Canopies for shelter and seating/table facilities so the fan zone can be used in poor weather;
 - Pop up computer gaming tents; and
 - 'Beat the Goalie' & Junior 5 a side football pitches.
- 11.12.4 In the post-match period, we expect that some supporters will choose to dwell in the Fanzone for some time following final whistle to avoid queueing for public transport and also enjoy what is on offer.

11.13 Disabled Supporters

- 11.13.1 As with Goodison Park, prior to the opening of Bramley-Moore Dock, the Club will publish an access guide, consult and communicate with disabled supporters via various media on the travel options available to them on match days. Travel options for disabled supporters for this planning application have been discussed with Everton Disabled Supporters Association (EDSA). A letter of support from EDSA is included as Appendix F.

Travel by Car

- 52 accessible parking spaces will be available to disabled supporters at the stadium and will be allocated by the Club subject to application;
 - Disabled supporters will be able to be picked up and dropped off immediately outside the stadium on Regent Road up to one hour before kick-off and a period following final whistle once crowds have dispersed. Marshals will allow vehicles with disabled passengers or 'blue badge' holders through the soft road closures to access this area;
 - During the hard closure periods 'blue badge' vehicles and vehicles carrying disabled passengers will be permitted access within the soft closure areas to pick up and drop off;
 - Details of off-site car parks, along with walking distances will be provided to disabled supporters to assist those travelling by car on the most appropriate off-site car parks to use;
 - A shuttle service will be provided by the Club free of charge to disabled supporters between Stanley Park car park and the stadium.
- 11.13.2 Because of the need to close the area to traffic via a hard closure, for pedestrian safety it will not be possible to accommodate disabled drop off or pick up during the hard closure. The only vehicular traffic permitted in the hard closure area will be for emergency vehicles only. It will be possible however for blue badge holders, taxis and cars with disabled passengers to drop off disabled passengers within the soft closure area.

Shuttle services for disabled supporters

- 11.13.3 The Club will provide free of charge match day shuttle services for disabled supporters. Disabled supporters will be required to register on the Club's website and pre-book their journeys. The services will not be available to supporters who do not register and pre book. These services have been discussed and agreed with LCC Inclusivity, LCC Highways and EDSA prior to planning submission.
- 11.13.4 Two shuttle services will be provided:
- Between Stanley Park car park and the stadium
 - Between Sandhills Station and the stadium
- 11.13.5 The shuttles are intended to provide a service for disabled supporters who:
- Cannot travel to the match by any other mode other than private car and cannot travel between the stadium and off-site car parks by other means;
 - Cannot travel between the stadium and Sandhills Station by any other means for onward travel by train, coach and taxi.

Overview of shuttle operation

- 11.13.6 Following any planning permission granted the Club will undertake an internal review of the likely demand for these services, the capacity and frequency of service and the type of vehicles to be used on match day. Accordingly, the operation set out here has been discussed and

agreed with LCC Inclusivity and LCC Highways as suitable for planning purposes. The detailed operation of the services will be secured via a planning condition requiring agreement of a detailed strategy and monitoring framework (via the Transport Working Group). The strategy will set out in detail the administration of the service: pick up and drop off locations, identify any highway works needed for the pick-up / drop off locations, expected frequency and capacity as well as vehicle type. This approach has been agreed with Liverpool City Council in post planning submission discussions and is referenced in Appendix M.

Pre Match- two hours before kick off

- 11.13.7 Shuttle Services will operate from around two hours prior to kick off. From this time up to one hour before kick off the services will drop off on Blackstone Street- approximately 30m from the Regent Road dock wall which forms the boundary of the stadium site.
- 11.13.8 The Sandhills shuttle will pick up passengers from Sandhills Lane approximately 40m from the station disabled access ramp.
- 11.13.9 The Stanley Park shuttle will pick up from either Priory Road immediately outside the Stanley Park car park or within the car park itself. Which pick up point is used will depend on the specification of the vehicle the Club chooses to use in future and the boarding / alighting arrangements for it.

Pre Match- one hour before kick-off to kick off

- 11.13.10 In this period shuttle services will continue to pick up passengers in the same manner. However, from one hour before kick off when hard road closure measures are in place on Blackstone Street and Regent Road the drop off area will be moved to Boundary Street (between Regent Road and Derby Road) approximately 200m from the drop off point to the closest entry point to the stadium site on Regent Road through the dock wall.
- 11.13.11 The safety and security of pedestrians on match day is a priority. Accordingly, in agreement with Merseyside Police and Liverpool City Council no vehicles will be permitted in the hard road closure area from one hour before kick-off other than emergency vehicles. The drop off point on Boundary Street is the closest point to the stadium outside the hard road closure where it will be practical to drop off disabled passengers.

Post-Match

- 11.13.12 In the period following final whistle the streets outside the stadium will be busy with pedestrians. In agreement with Merseyside Police and Liverpool City Council the security and safety of pedestrians is paramount and as such the shuttle services will recommence when streets are sufficiently clear of pedestrians and reopened to traffic.
- 11.13.13 Shuttles will pick up either from Blackstone Street (approximately 30m from the Regent Road dock wall which forms the boundary of the stadium site) or within the eastern fan plaza of the stadium. Which pick up point is used will depend on the specification of the vehicle the Club chooses to use in future and the boarding / alighting arrangements for it.
- 11.13.14 The Sandhills drop off will be the same location as the pick-up point, similarly the Stanley Park car park drop off will be in the same place as the pick-up.

Match day Shuttle Services to Bootle and Liverpool City Centre

- 11.13.15 Commercial services to Liverpool City Centre and Bootle will be available on match days for all supporters. These will run pre-match until kick off and immediately after final whistle. This is set

out in greater detail in Section 11.6. It should be noted that in line with all commercial buses on the Liverpool road network the buses used will be fully compliant with existing commercial bus accessibility standards.

Train

- 11.13.1 Sandhills station is equipped with accessibility compliant access, with step free access to all platforms from the street via a lift and ramps. Once Merseyrail's new rolling stock is operational on the network later this year passengers will benefit from step – free access from platform to train.
- 11.13.2 We consider that in combination with the shuttle service for disabled supporters that train travel from Sandhills will be attractive for some disabled supporters who live nearby a Merseyrail station.

Taxi

- 11.13.3 In the pre match period taxis will be able to drop off disabled passengers immediately outside the stadium on Boundary Street up to one hour before kick-off. One hour before kick-off up to final whistle disabled passengers can be dropped off in soft road closure areas.
- 11.13.4 For black cabs the closest taxi rank to the stadium will be on Boundary Street approximately 350m from the stadium and will continuously operation all match day. In the post-match period, for those not able to travel this distance the free shuttle service for disabled supporters will provide a connection to Sandhills Station where a taxi rank is proposed.

Coach

- 11.13.5 For those disabled supporters choosing to travel by coach, supporter coaches with a high occupancy of disabled supporters will be permitted priority to use the closest coach parking areas on Regent Road or coach parking bays at Sandhills Station (for connection to stadium shuttle services). It will be the responsibility of the coach operator to notify the Club well in advance of the fixture so that the necessary traffic management arrangements can be made.
- 11.13.6 As part of the transport strategy, signage will be required to facilitate:
- Wayfinding to the stadium for pedestrians and public transport users.
 - Forewarning to motorists of match day traffic management measures.

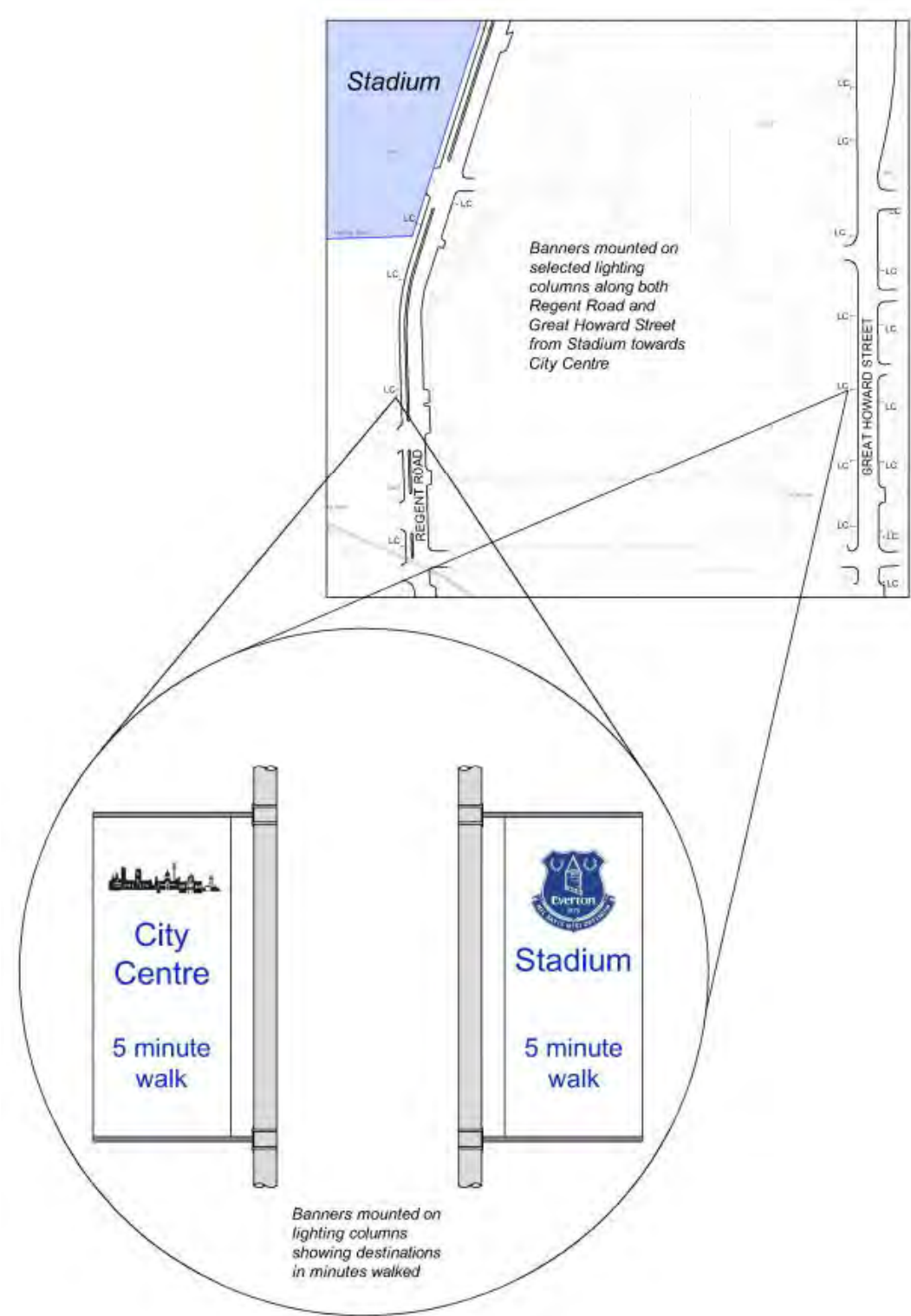
11.14 Signage

Pedestrian Signage

- 11.14.1 The use of mapping apps on mobile phones is fast becoming the primary way many of us navigate cities or unfamiliar places on foot. Notwithstanding this there will be a need for some pedestrian signage on the main walking routes to the stadium to provide pedestrians with the knowledge they are headed in the right direction and to give an idea of the distance to travel.
- 11.14.2 The final mode of travel to the stadium and the first mode from the stadium is nearly always walking. The transport strategy seeks to encourage the use of the city centre as a transport hub. A pedestrian signage scheme will be agreed with Liverpool City Council following any planning permission granted. This will provide signage along key walking routes to the stadium from the city centre, Sandhills station, and key bus stops.

- 11.14.3 Due to the widened footways and cycleway currently under construction on Regent Road/Waterloo Road, the primary pedestrian route to the city centre will be along this route. Furthermore, on match days the road will be under soft closure conditions creating extra space for pedestrians. Great Howard Street also forms a key pedestrian route. Between these two routes the vast majority of city centre pedestrian travel will be made on match days.
- 11.14.4 Figure 73 illustrates a signage type that is already used around Goodison Park and other stadia around the country, a banner fixed onto existing lighting columns. This form of sign could be used to effectively give directions to the city centre, Sandhills Station, bus services and taxi ranks.

Figure 73: Indicative pedestrian signage at Bramley-Moore Dock



Source: Mott MacDonald

- 11.14.5 From the city centre, starting at Leeds Street pedestrian signage as indicated in Figure 73 would be provided guiding supporters towards the stadium or towards the city centre in the opposite direction.
- 11.14.6 Similar signs would be located on Boundary Street and Great Howard Street directing supporters towards the shuttle bus stops, and commercial bus stops on Vauxhall Road and Scotland Road as well as Sandhills Station.
- 11.14.7 Pedestrian signage has been discussed with Liverpool City Council following planning submission in 2019. LCC has responded that pedestrian signage in terms of new signs in the city centre only need be provided from 2-3 locations and that extensive pedestrian signage is unwanted. The requirement to agree signage in full will be secured under the Section 106 agreement or otherwise conditioned to any approval granted. This is noted in Appendix M.

Vehicle Signage

- 11.14.8 There will be a requirement to warn motorists on match days of the traffic management measures that will be in place and to avoid the stadium area where possible. Liverpool City Council are currently in the process of reviewing existing signage within the City Centre and along the key routes to and from the city. LCC has stated that following this review, funding will be applied for to replace existing Variable Message Signs (VMS) across the city and replace with new modern VMS signage that will be equipped with LED technology. These new signs will be able to display text and images. An indicative illustration of the new VMS signage is shown in Figure 74. The City's existing signage system at present can only display a limited amount of text and no images.

Figure 74: Illustrative example of VMS signage



Source: SWARCO

- 11.14.9 The breakdown below provides an overview of the likely limit of signage to allow motorists to make appropriate diversions on match days. General locations are illustrated on the plan in

Figure 75 which overlays sign locations upon Liverpool City Council's Urban Traffic Control (UTC) plan.

1. From the north: sign on the A565 Derby Road in advance of Bankfield Street.
2. For motorists heading from the south- signage in advance of the fringe of the City Centre at A562 Parliament Street.
3. Motorists approaching from the south at Leeds Street.
4. At locations to the east of the city centre – Prescot Road and Edge Lane.
5. At locations to the east of the stadium on Scotland Road.
6. On Regent Road north of Bankfield Street.
7. On Waterloo Road south of Paisley Street.

Figure 75: Broad VMS sign locations warning of stadium road closures



Source: Liverpool City Council

- 11.14.10 It should be noted that locations 1-5 above already have some form of VMS signage installed and would already be able to warn motorists of closures in the City Centre. Once these signs are upgraded by the LCC they will be more effective of warning of closure on match days. There

are presently no VMS signs at locations 6 and 7. New signs will be provided here as part of development.

- 11.14.11 It should be noted that in post planning submission discussions LCC agreed with the general principle of the VMS signage strategy has been agreed. This is noted in Appendix M.
- 11.14.12 LCC has also indicated that some form of static vehicle signage will also be required although this will be localised and not extensive in geographical scope.
- 11.14.13 The requirement to agree signage in full will be secured under the Section 106 agreement or otherwise conditioned to any approval granted. This is noted in Appendix M.

11.15 Transport Working Group and Monitoring

- 11.15.1 The Transport Working Group will be responsible for overseeing, guiding and maintaining the transport strategy for Bramley-Moore Dock. The group has convened in the pre-application stages to discuss the emerging transport strategy for the stadium.
- 11.15.2 Following any planning permission granted, the group will continue to meet, and will carry on doing so once the stadium is in operation. The group is currently made up of senior members of the following groups:
 - Everton Football Club
 - Liverpool City Council
 - Merseyside Police
 - Merseytravel
 - Merseyrail
 - Bus operators
 - Representatives from the taxi trade
 - Everton's incumbent traffic management company.
- 11.15.3 The group will meet regularly to review the performance of the transport strategy and then make adjustments and refinements as necessary to address any emerging transport issues. Through the consultation process both United Utilities and Peel Land & Property as site neighbours have requested to join the Transport Working Group. Furthermore, as a neighbouring Local Authority Area Sefton Council has requested membership. All three parties will be able to join the group following any planning approval granted to the stadium.
- 11.15.4 The requirement to agree and facilitate the continuation of the Transport Working Group will be secured under the Section 106 agreement or otherwise conditioned to any approval granted. This is noted in Appendix M.

Test events

- 11.15.5 It should be noted that prior to the official opening of the stadium a series of test events will be hosted to test safety procedures and other match day processes. As part of these tests it will be possible to test the transport strategy before the first competitive Everton home fixture at the stadium.
- 11.15.6 During these test events the traffic management measures detailed in this document will be implemented and then refined, where appropriate, following the outcomes of testing. The Transport Working Group will meet to review the performance of the test events.

11.16 Marketing the Transport Strategy

- 11.16.1 Everton recognise the importance of the stadium move and the opportunity for change this presents in terms of travel. As travel habits are currently well established, a key challenge will be to make supporters aware of the travel options that will be available to them before they travel to their first game.
- 11.16.2 The club are planning a wide scale and inclusive marketing strategy to make all supporters aware of the travel choices which will be available to them, particularly the quality and convenience of sustainable match day travel modes.
- 11.16.3 The marketing is planned to be undertaken through a variety of formats and mediums, such as the EFC website, the EFC app, information distributed with season tickets, displaying travel information around the stadium and announcements on the stadium screens and tannoy. These would be developed in consultation with transport operators.
- 11.16.4 Some detail on recent travel information initiatives which have been employed across the country and could inform Everton's marketing strategy are set out below.
- 11.16.5 It should be noted that following consultation with Sefton Council: details on the match day shuttle services to Bootle as well as a 'how to get to' guide for this area will be included in the travel information. In this way, those driving to Bootle to use the shuttle services will be directed to the high capacity car parks in the town by the most appropriate routes, reducing the potential for traffic impact.

Travel information apps

- 11.16.6 Mobile phone apps have begun to be used to assist attendees with transport options available to access major sporting events such as for the Champions League finals since 2017, and for the 2019 opening of Tottenham Hotspur's stadium. These have offered a range of features to supporters travelling to and from football matches.
- 11.16.7 These apps offer customised features which are enabled if the user accepts location finder features. The user experience is also tailored to whether it is pre-match, in-game or post-match.
- 11.16.8 Information within the app includes:
- Travel information and journey planning.
 - 'Wayfinding' technology to allow people to navigate directly to all of the stadium's facilities.
 - Step-by-step guides via the fastest or most accessible route.
 - Advertising stadium retention activities.
- 11.16.9 App technology including geo-targeted messaging capability and the segmentation of campaign messaging provide an excellent opportunity to ensure the successful implementation of the match day travel and retention strategies.
- 11.16.10 The use of apps also offers the flexibility to respond and inform users to any road or public transport network disruptions.
- 11.16.11 An app also provides opportunity for data gathering to allow the club and The Transport Working Group and emergency services to ascertain the way in which supporters are travelling and to refine the Match Day strategy based on this information.

Local travel apps

- 11.16.12 In the City Region, Merseyrail, Arriva, Stagecoach and Merseytravel all offer free to download Journey Planning Apps.
- 11.16.13 The Merseyrail app was launched in 2015, and in the same year won a Best Application of Mobile award and was shortlisted for the Best User Experience award. Merseyrail app users benefit from live travel information, cancellation alerts, journey planner and interactive mapping.
- 11.16.14 Arriva's M-ticket app allows travellers to buy certain travel tickets on the Arriva bus network.

Travel Information

- 11.16.15 There are several examples from the Premier League and at large stadiums of where clubs provide comprehensive travel information via their websites.
- 11.16.16 Goodison Park's existing Match Day Guide available on the club's website prioritises information by sustainable modes of travel and signposts supporters to transport operator and Merseytravel web and social media sites for further information.
- 11.16.17 From their Get to Emirates Stadium section of the Website, Arsenal Football Club provides modal information for getting to the ground and signposts supporters to Transport for London's Journey Planner. In addition to this the club provides useful maps such as a local post event management transport map which includes pedestrian routes, bus stops and bus routes.

Staff travel plan

- 11.16.18 A Staff Travel Plan which accompanies this planning application has been prepared to specifically address how staff travel to the stadium on match and non-match days. Within this, several measures are proposed to raise awareness of travel options for staff to ensure they are also encouraged to use sustainable transport to access the stadium.
- 11.16.19 The way staff travel to the stadium is proposed to be measured and monitored by a Travel Plan Co-ordinator who will work with the Transport Working Group to address any arising transportation and access issues.

11.17 Permanent highway changes

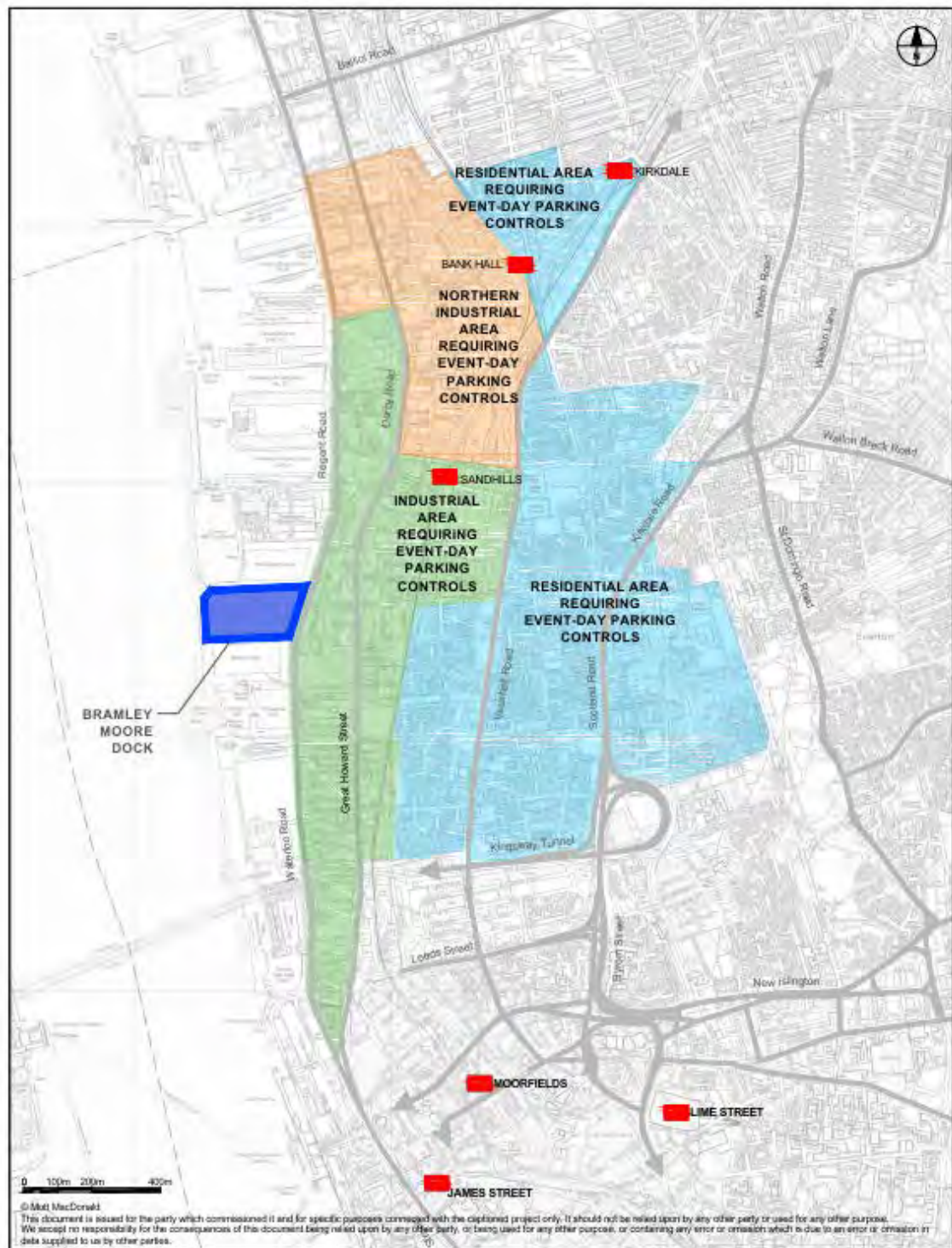
- 11.17.1 The vast majority of highway changes proposed for match days are temporary in nature such as the hard road closures, soft road closures and coach parking areas. Away from match or event days the closures and parking areas will not be required.
- 11.17.2 Some of the changes however will be permanent and will serve a function outside of match days. These include:
 - Match day and event day parking restrictions;
 - Taxi and coach changes at Sandhills Lane;
 - Taxi facilities on Boundary Street;
 - VMS Signage.

Match Day and Event Day Parking restrictions

- 11.17.3 Following submission of this TA we will work with LCC Parking Services to agree and define in detail the exact restrictions that will apply to the specific controlled areas. Following any approval granted the proposed scheme will be worked up in detail and agreed with LCC. The indicative areas which are proposed to be covered by match and event day parking restrictions

are illustrated in Figure 76. The requirement to agree parking restrictions in full will be secured under the Section 106 agreement or otherwise conditioned to any approval granted.

Figure 76: Proposed Parking Restriction Areas



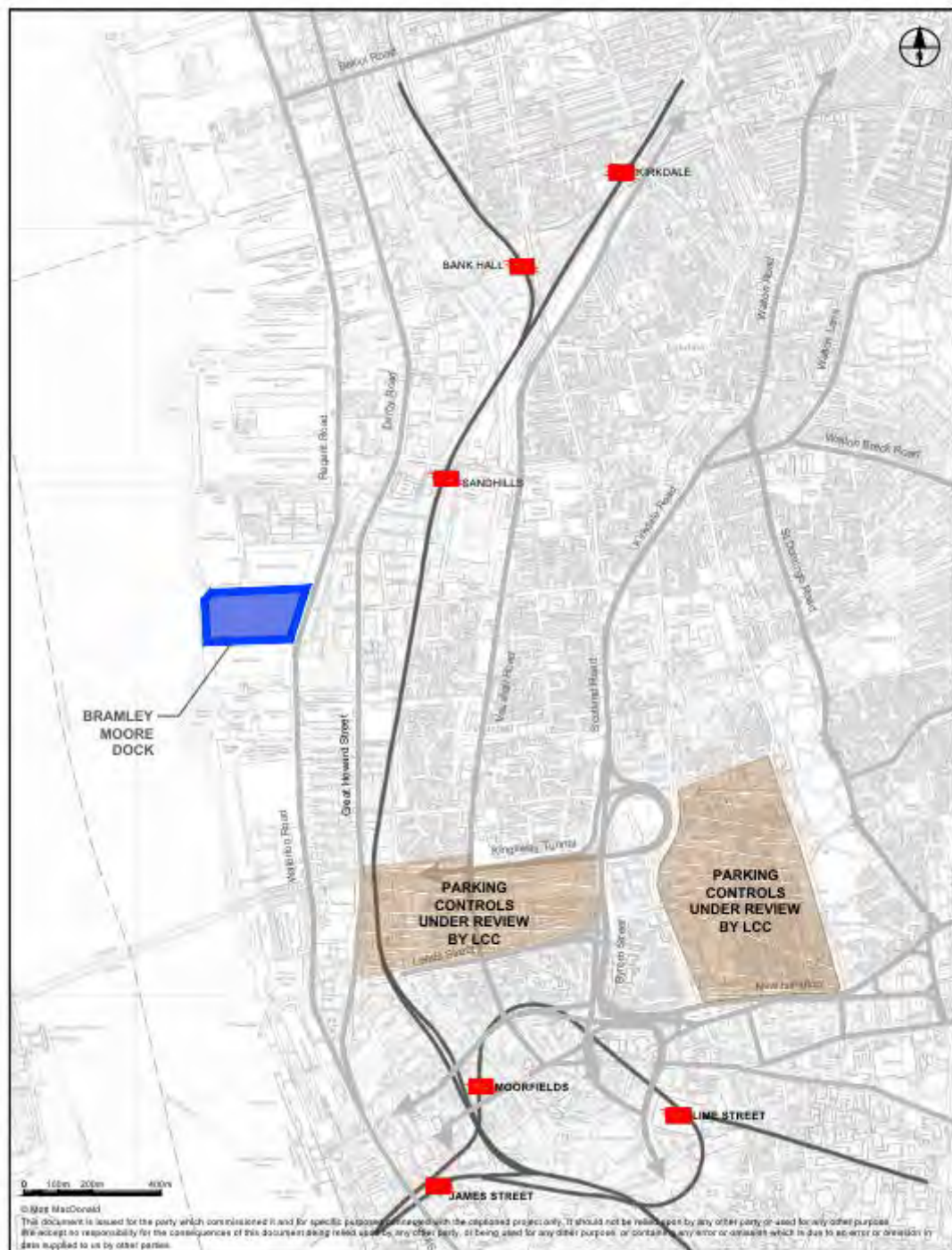
Source: Mott MacDonald

- 11.17.4 The likely restrictions and timings of these new parking areas is discussed previously in this section as Section 11.5.

Parking reinforcement measures outside the restricted parking zones

- 11.17.5 As set out in Section 11.5 LCC are currently reviewing parking restrictions within a number of areas in the city. It is proposed that within these areas (western zone bounded by Chisenhale Street and Ford Street to the north, Leeds Street to the south, Scotland Road to the east and Great Howard Street to the west, eastern zone bounded by Roscommon Street to the north, New Islington to the south, Shaw Street to the east and St Anne Street to the west) reinforcement measures are provided to protect existing residents and businesses from potential adverse impact. Within this area it is proposed to:
- Protect private accesses by white lining 'H Bar' road markings where these are absent;
 - Protect junctions by installing double yellow line 'no parking' restrictions at junctions where these are absent.
- 11.17.6 A summary plan is shown as Figure 77 showing where these new road markings and signs are proposed.
- 11.17.7 It is noted that LCC has indicated that a potential outcome of the review could be that these areas should also be included within the parking restrictions to be implemented in the other residential and commercial areas to reduce impact on residents and businesses. It should be noted that should this be the case our assessment of parking capacity and availability on match days remains robust. These areas were not included in the parking capacity assessments. Should LCC's view be that these areas should be included in the restricted parking area, this would be secured under the Section 106 agreement or otherwise conditioned to any approval granted.

Figure 77: Areas for junction and access protection restrictions



Source: Mott MacDonald

Taxi and coach changes at Sandhills Lane

- 11.17.8 Taxi ranks and coach parking are proposed on Sandhills Lane. This will allow the removal of on street parking on the northern side of Sandhills Lane to make way for these facilities. A plan of the proposed changes is shown in Appendix I.

Taxi facilities on Boundary Street

- 11.17.9 Boundary Street will accommodate a series of taxi ranks. These are shown in Appendix I.

Variable Message Signage (VMS)

- 11.17.10 The locations for VMS signage are explored in detail in Section 11.13.5.

Other Highway Works and Securing of highway works

- 11.17.11 In post planning submission discussions LCC has requested that an audit is undertaken of pedestrian facilities and lighting at Blackstone Street and other areas where taxi ranks, bus stops and areas of high pedestrian footfall will take place. MM will scope this audit with LCC following planning resubmission with a view to identifying the scope of the audit.
- 11.17.12 Once complete LCC has indicated that once all highway works have been agreed they will be secured via planning condition and Section 278 attached to any planning permission granted. This is noted in Appendix M.

12 Framework Event Transport Strategy

12.1 Introduction

- 12.1.1 This section provides an overview of the Event Transport Strategy which will be implemented for major non-football events at Bramley-Moore Dock. These events could include music concerts, boxing or other competitive sports or non-sporting performances. Whilst the concerts or other events (referred to as 'events' or 'major events' for the remainder of this chapter) would not specifically be limited to the summer months, it is expected that the majority of the events would take place outside of the football season and therefore typically occur between mid-May and the end of July. There will be a maximum of four such events per year.
- 12.1.2 The purpose of the framework Event Transport Strategy set out within this section is to explore the transport management solutions that will be required to help ensure that the transport is managed in a safe and sustainable manner on major event days and that implications for the wider transport network are kept to a minimum.
- 12.1.3 Following any permission granted an Event Transport Strategy will be agreed with Liverpool City Council and secured by planning condition. The requirement to agree an Event Day Transport Strategy is included in the Section 106 Heads of Terms which is included in this planning application. This process has also been agreed in post planning submission consultation with Liverpool City Council and is note in Appendix M. Each non-football event at the stadium will have its own individual transport needs and the Transport Strategy will need to be tailored to suit the needs of the expected audience and event type. For example, a teen pop concert at the stadium with a young audience would draw a significantly different audience to that of a sporting event such rugby. These contrasting audience profiles would have their own transport demands and expectations.

12.2 **Therefore, using the match day modal splits as a starting point a framework strategy is built for three generic audience profiles for planning application purposes to demonstrate that the stadium site and transport measures employed mean that transport demand generated by events can be satisfactorily accommodated on the network. Following the granting of outline planning permission these profiles would then be used to inform the development of a final Event Transport Strategy tailored to the specific event to be held which would be agreed with Liverpool City Council as part of the licencing requirements for the event.**Event assumptions

- 12.2.1 The following bullet points outline the key assumptions for the events to take place at Bramley-Moore Dock:
- Up to four major events would take place per calendar year, with each day of activity being classed as one event.
 - As per match days, stadium capacity for the events would be 52,888 though it is acknowledged that for some events capacity could be lower on account of staging or pitch and event requirements.
 - Events would typically take place in the evenings.

- Similar to the proposed offering for match days, hospitality packages will be available for the major events and these ticket holders would predominantly be expected to arrive earlier and depart later from the venue.

12.3 Transport considerations

12.3.1 Key considerations for the events from a transport perspective are as follows:

- Unlike football supporters who habitually make the same journey for matches, those attending the events are more likely to be unfamiliar with the local area and transport arrangements and will be visiting as a one off, or on a much less frequent basis.
- Given the lack of familiarity with the stadium and surrounding area for event goers compared to future match days spectators, visitors attending the events will be more likely to plan their travel arrangements in advance and it is therefore important that travel information and advice is dispensed to ticket holders well in advance of the events through a variety of mediums including social media, the Club's website and the written press.
- Each event promoter will have a responsibility to ensure ticket holders can travel to and from each event safely and will be required - through an agreement with the Club as the event licensee - to provide adequate public transport provisions for all ticket holders. This could include subsidy for shuttle bus services to and from the stadium in the event that the services are not run by commercial operators on a for-profit basis on event days.

12.4 Baseline

12.4.1 As per the information provided at Section 10.4, following analysis of prospective supporters' preferred mode of travel to and from Bramley-Moore Dock and the completion of capacity assessments for the transport network serving the proposed stadium, match day modal share targets have been produced for the first mile away from the stadium in the post-match scenario. This forms a starting point to the Event Strategy. We have already established that the mode splits of the Match Day Transport Strategy are achievable. This section explores how these mode splits would be different for major events at the stadium based on the projected event audience profiles. In the same way as football we expect the post-event scenario to generate the most intense period of transport demand. For concerts people will turn up gradually, many skipping any support acts or pre event entertainment and turn up just for the main event, whilst others will turn up when doors open to experience all of the entertainment on offer.

12.4.2 The mode splits presented within Table 49 show achievable targets of the number of people travelling by each mode for the first mile of travel to depart the stadium following final whistle.

12.4.3 It is noted that the number of people walking to the city centre is set at 12,500 in the table below however this in reality could be higher if crowds are able to disperse sufficiently. Discussions with taxi operators have also revealed that based on an understanding of the number of taxis which serve Anfield Stadium on a typical match day, over 15,000 spectator movements could be supported by taxis. Both walking and taxi could therefore 'mop up' any supporters not able to use other modes.

Table 49: Match day Target Mode Splits for Bramley-Moore Dock- First mile away from stadium post-match

| Mode | Weekday | | Saturday | | Sunday | |
|-----------------------------------|---------|----|----------|----|--------|----|
| | No. | % | No. | % | No. | % |
| Train from Sandhills (Southbound) | 1,250 | 2% | 1,250 | 2% | 1,250 | 2% |
| Train from Sandhills (Northbound) | 1,250 | 2% | 1,250 | 2% | 1,250 | 2% |

| | | | | | | |
|------------------------------------|---------------|-------------|---------------|-------------|---------------|-------------|
| Walk to train Kirkdale & Bank Hall | 4,247 | 8% | 4,260 | 8% | 1,127 | 2% |
| Service bus | 3,822 | 7% | 4,153 | 8% | 4,153 | 8% |
| Shuttle bus to city centre | 3,600 | 7% | 3,600 | 7% | 3,600 | 7% |
| Shuttle bus to Bootle | 1,620 | 3% | 1,620 | 3% | 1,620 | 3% |
| Coach / Minibus | 2,600 | 5% | 2,600 | 5% | 2,600 | 5% |
| Taxi | 11,190 | 21% | 11,288 | 21% | 14,420 | 27% |
| Pick-up | 1,482 | 3% | 1,191 | 2% | 1,191 | 2% |
| Walk to city centre | 12,500 | 24% | 12,500 | 24% | 12,500 | 24% |
| Walk direct | 2,129 | 4% | 2,325 | 4% | 2,325 | 4% |
| Walk to car from stadium | 91 | 0% | 95 | 0% | 95 | 0% |
| Walk to car within 30 mins | 2,422 | 5% | 3,226 | 6% | 3,226 | 6% |
| Walk to car from further away | 4,560 | 9% | 3,404 | 6% | 3,404 | 6% |
| Bicycle / Motorcycle | 124 | 0% | 127 | 0% | 127 | 0% |
| TOTAL | 52,888 | 100% | 52,888 | 100% | 52,888 | 100% |

Source: Mott MacDonald (note numbers may not add exactly due to rounding)

12.5 Developing event profiles

- 12.5.1 It is assumed that the likely catchment for attendance for events at the proposed stadium would be from North Wales, Merseyside, Cheshire and Lancashire. Smaller numbers of attendees would be from Greater Manchester and beyond as with the exception of one-off events (e.g. a boxing fight) it is considered likely that comedy or music acts attracted to perform at Bramley-Moore Dock will also perform in Manchester. However, a further important consideration is that for the first few years, there may well be a freshness element of attending major events at Bramley-Moore Dock which could increase the geographical pull for the events.
- 12.5.2 Three possible audience profiles are suggested for major events at Bramley-Moore Dock as set out below. These audience profiles are by no means exhaustive, but the three audience profiles suggested at this stage are considered proportionate and appropriate for the level of detail being provided within this framework Event Transport Strategy for the purpose of the planning application.
- 12.5.3 The three proposed audience profiles are set out below and represent three broad spectrums of audience type and how this effects potential mode splits:
- **Audience Profile 1 – Public Transport Focus.** This audience would be groups (likely single sex) who would be looking to drink on the evening or make more of an occasion of the event. This audience type would be less likely to drive and more likely to use public transport or get dropped off and picked up (e.g. groups of teenagers).
 - *Example event types – Pop concerts and boxing.*
 - **Audience Profile 2 – Mixed Groups.** This could include families or groups of varying ages. This audience profile would be less likely to drink and may want to travel together, making more use of public transport, possibly from the city centre. Likely that there will also be a notable reliance upon private cars.
 - *Example event types – Wrestling, comedy or theatrical performances.*
 - **Audience Profile 3 – Private Transport Focus.** This group would make more use of private coach services, as well as making their own transport arrangements which may include private cars.
 - *Example event types – One-off events and concerts not forming part of a large scale national tour aimed at more specialist or mature audiences.*

- 12.5.4 Mode splits for each of these have been assumed as per Table 50, with a proceeding strategy to demonstrate how each of the mode splits can be accommodated safely on the transport network. In simple terms, the table below highlights which modes would be expected to 'work hardest' for events with each different audience profile. In all profiles, transport marketing and communications by Everton, the event promoter and Merseytravel would be critical to raising awareness of travel options for prospective attendees.
- 12.5.5 In terms of the modal categories set out below, it should be noted that the shuttle bus category includes shuttle buses travelling to both Bootle and the city centre, as per the Match Day Strategy. The 'walk/cycle to city centre & direct' includes all users who might be walking to the city centre to a hotel, public transport hub or car park, as well as those users walking or cycling directly home. The walk to car parking (non-city centre) incorporates car parking on site, in the immediate vicinity of the site (both on and off street within 30-minute walk), as well as parking further away from the site (beyond 30-minute walk).

Table 50: Example mode reliance by audience profile- First mile away

| Mode | Profile 1 (Public Transport Focus) | Profile 2 (Mixed Groups) | Profile 3 (Private Transport Focus) |
|--|--|-----------------------------|---|
| Train from Sandhills, Kirkdale & Bank Hall | High | High | High |
| Service bus | Medium | Medium | Low |
| Shuttle bus | High | High | High |
| Coach / Minibus | Low | Low | Medium |
| Taxi | High | Medium | Medium |
| Pick-up | High | High | High |
| Walk/Cycle to city centre & direct | Medium | Medium | Medium |
| Walk to car parking (non-city centre) | Low | Medium | High |

Source: Mott MacDonald

12.6 Developing modal splits

Strategy measures

- 12.6.1 It is expected that the same match day system of traffic restrictions, parking restrictions, shuttle bus services, commercial bus services, taxi facilities, coach facilities, and rail management strategy (set out in detail in Section 10 will be in place for events at the stadium).

Modal split assumptions

- 12.6.2 In developing the modal splits for events firstly it is important to understand which modes have potential to accommodate additional demand and which would likely be limited. For example, in the post-event period we have already stated that the capacity of Sandhills station is capped at 2,500 on account of station constraints. Notwithstanding this we have said that there is capacity to increase the number of people walking to the city centre to catch trains. The assumptions on modal capacity are asset out below. These have already been explored in some detail in Section 10.2.
- 12.6.3 Key assumptions:
- **Train** – As noted previously, travel by rail (through Sandhills) is limited by the safe throughput of the station subway and the modal splits for north and southbound rail travel to and from the events is therefore within the 2,500-hourly throughput. Train travel from other

stations such as Bank Hall, Kirkdale and city centre stations however will be accessible by walking and this is reflected in the events modal split for rail. The city centre shuttle bus and Bootle shuttle bus provide additional connectivity to alternative stations.

- **Service bus** – Service buses will include all publicly available services including those accessed from key bus corridors such as Scotland Road, Vauxhall Road and Great Homer Street. On account of the potentially later running of concerts and non-football events we have assumed that it is not possible to achieve a higher service bus mode split than that achieved on match days.
- **Shuttle bus** – Shuttle buses can be a key mode of transport on event days, particularly in the post event period when the first 'wave' of taxis have all been taken. To provide a robust assessment it is assumed that the full capacity of the match day shuttle buses is not exceeded. It should be noted that the responsibility of ensuring these services run on event days would be the responsibility of the promoter and not the Club.
- **Coach/minibus** – It is not expected that organised coach trips would play as significant a role on event days as on match days. Based on an average lower coach occupancy of 40 (for football a higher occupancy of 65 was assumed in line with typical occupancy), under the worst-case event profile, a total of 53 coaches would be required to support event travel by coach. There is capacity to increase coach provision however as there is capacity on the network to accommodate more coaches parking on street. This will be taken account of particularly for Event Profile 3.
- **Car Travel** – Based on data provided by supporters who completed the 2018 supporter travel survey, the average forecast occupancy of a car is 2.5 people on a weekday and 2.7 people on a weekend. For the purposes of assessment for the modal splits for event days, this has been averaged out to 2.6 people per car (including the driver). The 'on street' and 'off street' parking capacity is assumed to be the same for event days as for match days. Accordingly, these capacities are capped however there is potential for parking remotely from the stadium i.e. beyond a 30-minute catchment has potential to grow.
- **On Site Car Parking** – It is expected that levels of on-site car parking at Bramley-Moore Dock will be limited to 481 spaces and that the vast majority of car parking would therefore need to take place well away from the site towards the city centre and beyond. These spaces are reflected within the event modal splits within the 'walk/cycle to car parking (non-city centre) category.
- **Taxi** – Taxi occupancy is known to be higher than car occupancy for both match days and event days and the 2018 supporter survey indicates that the average size of a party is 2.8 people for a weekday and 3.2 for a weekend fixture (excluding the driver). For the purposes of assessment for this framework Event Transport Strategy which looks at an audience profile regardless of whether an event is taking place midweek or at the weekend, this taxi occupancy figure has therefore been averaged out to 3. It is expected that the majority of taxi journeys would originate from the city centre, dropping passengers off as close to the stadium as possible, whilst operating within the system of road closures. This system of road closures on event days is largely expected to mirror the match day road closures system. The capacity limit of taxis on event days is assumed to be the same as match days at 15,000 people.
- **Drop off / Pick Up** – No vehicle occupancy figure is available for match days however it is expected that the proportion of drop offs for event days will be significantly higher than on match days, particularly for events attracting a younger demographic who may well be dropped off by friends or family who are not staying for the duration of the event. Drop off and pick up by private car would need to take place outside of the roads under hard and soft closure. As drop off / will take place remotely from the stadium and be dispersed on the

wider road network it is expected that this mode has the ability to increase its mode share beyond that on match days.

- **Walking/cycling** – Walking and cycling is expected to be of a similar level to match days, particularly for users walking between the stadium and city centre. On account of event goers possibly being more likely to stay overnight in hotels than match goers, and also travelling further distances from Liverpool Lime Street station, walking to the city centre has the potential to grow beyond the match day split.

12.6.4

Based on the above qualitative assessment, the mode splits in Table 51 have been calculated, taking account of the forecast Bramley-Moore Dock match day modal splits. In each profile, the proportion of event goers travelling by each mode is not expected to exceed travel by the same mode on match days. The event modal splits presented under each audience profile would be relevant for an event taking place on either a weekday, Saturday or Sunday.

Table 51: Modal splits by audience profile

| Mode | Match day modal split range (Weekday, & Weekend) | Profile 1 (Public Transport Focus) | Profile 2 (Mixed Groups) | Profile 3 (Private Transport Focus) |
|--|--|------------------------------------|--------------------------|-------------------------------------|
| Train from Sandhills, Kirkdale & Bank Hall | 12% | 12% | 12% | 12% |
| Service bus | 7% - 8% | 6% | 6% | 4% |
| Shuttle bus | 10% | 10% | 10% | 10% |
| Coach / Minibus | 5% | 3% | 3% | 4% |
| Taxi | 21% - 27% | 24% | 23% | 23% |
| Pick-up | 2% - 3% | 6% | 6% | 6% |
| Walk / cycle to city centre & direct | 28% | 27% | 27% | 27% |
| Walk /cycle to car parking (non city centre) | 12% - 14% | 12% | 13% | 14% |
| TOTAL | NA | 100% | 100% | 100% |

Source: Mott MacDonald

12.6.5

Using the maximum worst-case event capacity of 52,888 the suggested profile modal splits presented above have been converted into the relevant number of people travelling to and from Bramley-Moore Dock by each mode on event days.

Table 52: Numbers of people expected to travel by each mode based on event attendance of 52,888

| Mode | Profile 1 (Public Transport Focus) | Profile 2 (Mixed Groups) | Profile 3 (Private Transport Focus) |
|---|------------------------------------|--------------------------|-------------------------------------|
| Train from Sandhills, Kirkdale & Bank Hall | 6,347 | 6,347 | 6,347 |
| Service bus | 3,173 | 3,173 | 2,116 |
| Shuttle bus | 5,289 | 5,289 | 5,289 |
| Coach / Minibus | 1,587 | 1,587 | 2,116 |
| Taxi | 12,693 | 12,164 | 12,164 |
| Pick-up | 3,173 | 3,173 | 3,173 |
| Walk/Cycle to city centre & direct | 14,280 | 14,280 | 14,280 |
| Walk/Cycle to car parking (non city centre) | 6,347 | 6,875 | 7,404 |

| TOTAL | 52,888 | 52,888 | 52,888 |
|-------|--------|--------|--------|
|-------|--------|--------|--------|

Source: Mott MacDonald (note numbers may not add exactly due to rounding)

12.7 Event Transport Strategy Framework

12.7.1 This framework Event Transport Strategy is intended to serve as a guide for the event bespoke Event Traffic Management Plans (ETMPs) that will need to be prepared for each individual event to consider operational level details for each event.

12.7.2 A key element of the Event Transport Strategy will be to ensure that the mode splits set out do not exceed the safe operational capacity of the mode and that those attending events are encouraged to consider public transport such as shuttle bus services rather than driving to the area. Clear information on travel options will need to be provided at the point of ticket sale, and further disseminated to ticket holders in advance of the event.

Traffic regulations and road closures

12.7.3 As per match days, a series of road closures will need to be implemented before, during and after each event. It is expected that these closures on event days will largely mirror the match day road closure plan that is set out within Section 11.4.

12.7.4 Any road closures associated with the setting up or dismantling of events would need to be confirmed and agreed with LCC and subject to detailed discussions with the local community and elected representatives. To remove a stage, seating and equipment from the venue in the post-event period, some road closures may be required in the few days after each event.

Train

12.7.5 For match and event days, Sandhills will be used for both north and southbound journeys before and after each event. As per match days, queue management systems will need to be implemented at Sandhills to safely manage crowd flows. This will be needed for the post-event period when ticket holder movements are condensed into a shorter period of time than in the pre-event period. Given the likely finish times for evening concerts (typically finishing later than most midweek football matches) as well as the fact that a number of visitors could be visiting Bramley-Moore Dock for the first time, it will be important to communicate times for last rail services from Sandhills, Bank Hall, Kirkdale and city centre stations to all ticket holders. Alongside clear pre-event travel communications and messaging, this could also be achieved through erecting banners at Sandhills Station that are clearly visible for when rail passengers leave the station when heading to the event, as per Figure 78 below.

Figure 78: Sandhills station



Source: Mott MacDonald

Service bus

- 12.7.6 Discussions with bus companies have revealed that commercial operators should run to their existing timetables to and from existing stopping points in the vicinity of Bramley-Moore Dock. Key service bus stops located within a 20-minute walk of the site are at Vauxhall Road, Stanley Road, Scotland Road and Great Homer Street, all of which could play a significant role in supporting event day travel.
- 12.7.7 It is noted however that Arriva and Stagecoach have confirmed that they would be willing to increase standard frequencies on match days if demand was sufficient.

Shuttle bus

- 12.7.8 Event day shuttle buses are proposed both from the city centre and from the north from Bootle town centre. It should be noted that on event days it would be the responsibility of the event promoter to ensure that shuttle services are available.

Coach/minibus

- 12.7.9 Based upon knowledge of similar events across the North West, it is expected that average coach capacity for events (assumed at 40 per vehicle) would not be as high as for match days (assumed at 65 per vehicle). Therefore, whilst the proposed modal splits for coach/minibus on event days are not as high as on match days, total parking space requirements would likely be as high, if not slightly greater than for match days.
- 12.7.10 Between Regent Road, Bankfield Street, Bankhall Lane and Sandhills Lane there is holding capacity for in excess of 70 coaches which will be adequate capacity to accommodate the maximum c53 coaches which are expected to be associated with an event with a 'private transport dependent' audience profile, as per the event modal splits and vehicle numbers discussed above. Space for coach layover can also be maximised by the fact that unlike on match days, there will be no need to segregate home and away coaches.

Taxi

- 12.7.11 The maximum mode share for taxis under any of the three audience profiles is 12,693 which equates to approximately 4,231 taxi trips based on a vehicle occupancy figure of 3, building on the assumptions made at 12.6.3. This is considered achievable and feasible given the steer that the Club have received from taxi operators which suggests that over 15,000 spectator movements could be supported by taxis on match or event days at Bramley-Moore Dock.
- 12.7.12 Taxi hubs are proposed to be located at Boundary Street, Dublin Street and Sandhills, all of which would also be used for event day travel.
- 12.7.13 Given the likelihood that a number of the major events will be 'one off' shows, it is likely that a significant proportion of the audience will be looking to stay over within the city centre and therefore be reliant on non-car modes to access the stadium. This will increase the importance of travel by taxi on event days.

Car Parking

- 12.7.14 Table 48 and Figure 67, illustrated a range of measures are proposed to control on-street parking within a 30-minute walk time of Bramley-Moore Dock. This will include establishing parking control excluding parking to anyone apart from residents and businesses within the streets immediately outside the stadium and beyond. These parking restrictions will also be enforced on event days by LCC.
- 12.7.15 Off-street parking will be accommodated within the city centre and other controlled car parking in the vicinity of the stadium in the same way as match days. It is expected that a number of sites closest to the stadium will only be operational on match and event days, as is the case on match days at Goodison Park albeit no allowance for this has been made in the calculations to provide a robust assessment.

Drop off

- 12.7.16 Drop-off and pick-up are likely to be more significant than on match days, particularly for events attracting a teenage or young adult demographic. During the road closure period drop off and pick would need to take place outside of the closure area remote from the site. As with the Match Day Transport Strategy, exceptions would be made for disabled people who would be able to be dropped off within the soft closure areas.
- 12.7.17 As is the proposal for match days it is not proposed to establish a dedicated pick up and drop off area for private vehicles. In this way drop off and pick up traffic will be dispersed on the network.
- 12.7.18 As per Section 11, on match days, it is not proposed that a formal on-street drop-off or pick-up location would be established for private hire taxis. Whilst the designated drop-off and pick-up areas for taxis would be able to be used by the private hire vehicles, it is still expected that they would want to complete pre and post event journeys further away from the stadium in less congested areas.

Walking/cycling

- 12.7.19 Regent Road has been upgraded to include wider footways and a high-quality cycleway which will support travel on foot and by bicycle to and from the new stadium. Given the relative proximity of the stadium to the city centre and the fact that the majority of events would be expected to take place in the summer months outside of the football season when the weather is typically more pleasant, active travel is expected to be an attractive mode of travel on event days.
- 12.7.20 It is noted that as per the match day proposals, whilst cycle stands will be provided within the stadium plaza for use on both match days and event days, no event goers would be permitted to cycle within the plaza on event days in order to help keep pedestrians safe. The cycle stands to be provided at the stadium will be available for event day use.

Disabled transport options

- 12.7.21 For disabled attendees, the transport options available will be the same as on match days. The shuttle service between Sandhills Station and the stadium as well as Stanley Park car park and the stadium will operate on major event days. Pick up and drop off arrangements for private vehicles, taxis, and coaches will remain the same as outlined in Section 11.13. It should be noted that on event days it would be the responsibility of the event promoter to ensure that shuttle services are available.

12.8 Summary

- 12.8.1 The analysis in this section provides an assessment of how transport demand generated by non-football events at Bramley-Moore Dock stadium can be accommodated on the transport network.
- 12.8.2 Modal splits for three different audience/event profiles have been developed using the match day modal split as a starting point. The analysis shows how different audience profiles can have different modal demands. Taking account of the modal capacities established as part of the match day transport capacity analysis the assessment in this section demonstrates that there is sufficient capacity on the transport network to accommodate the demand generated by major events at Bramley-Moore Dock.

13 Transport Demand on Non-Match Days & Non-Event Days

13.1 Introduction

- 13.1.1 This section provides an assessment of the potential transport demand that could be generated by the new stadium on non-match days and non-event days. There will be a restaurant located at the site as well as a club shop and stadium tours available. There will also be substantial hospitality and conferencing facilities available for hire. Accordingly, even when Everton are not playing a home fixture there will still be activity related to the Club at the stadium.
- 13.1.2 For the match day and event day scenarios transport demand by all modes has been assessed in previous Sections. The impact of the development is mitigated and managed through the Transport Strategy. Matches and events will only take place on a limited number of days in the year. Based on the information in Sections 5.5 and 8.3 a typical football season could consist of 23 – 28 home fixtures, events would number a maximum of 4. Therefore, football matches or events would only occupy a maximum 27-32 days of the year with the remaining 338 - 333 days with no football match or event.
- 13.1.3 For the days of the year when there is no football match on at the stadium, nor an event, transport demand generated by the development will be much lower. Accordingly, a different approach is needed in the Transport Assessment to assess the impact of the non-football match, non-event uses.
- 13.1.4 Transport demand on non-match days has been assessed in line with transport planning industry best practice. The level of traffic to be generated by the development has been forecast and this traffic has been distributed on the road network to assess the potential impact of the transport demand generated by Bramley-Moore Dock on non-match days.

13.2 Trip generation methodology

- 13.2.1 The transport planning industry standard software TRICS (Trip Rate Information Computer System) has been used to assess the potential traffic generation of the non-match day use (as well as traffic survey information from Goodison Park). TRICS is a database of trip rates for developments. It contains travel survey information for a wide range of development types. The system uses this travel survey information to predict the likely trip generation of new developments. In scoping with LCC this has been agreed as the most appropriate approach.
- 13.2.2 A summary of the proposed uses and the approximate floor area occupied by each is set out below (figures rounded):
- Club shop retail: 1,055m².
 - River view restaurant (west stand): 440m².
 - Office (including box office): 320m².
 - Café east stand: 340m².
 - Hydraulic tower: 630m².
 - Hospitality area in west stand available for meetings, banqueting, conferences, weddings and other events: 6,400m². The Club envisages a 'typical' maximum capacity of 500 attendees / 'seats'

- 13.2.3 A description of how each of the new uses at the stadium has been assessed is provided below.

Club shop retail

- 13.2.4 A shop selling club merchandise will be located on the eastern side of the stadium. The 'non-food retail' use class in TRICS has been selected to assess the transport demand generated by this use. Full details of the sites selected, and the trip rates calculated are shown in Appendix D.

River view restaurant

- 13.2.5 The restaurant located on the third floor of the western side of the stadium will be open all week. For this use the 'restaurant' use class has been selected in TRICS. Full details are shown in Appendix D. It will not be open to the public when the conference facilities are in use for another purpose.

Office, box office and security

- 13.2.6 There will be some administration staff located within the stadium as well as box office staff when tickets are on sale. The club estimates that this could constitute as many as 30 staff in total. There will also be a number of security staff permanently on site.
- 13.2.7 In order to assess the trip generation of the office and box office uses the 'Office' use class has been used from TRICS. Full details of this is included in Appendix D
- 13.2.8 To supplement this assessment, traffic survey data from Goodison Park has been used to account for additional traffic generated by security, visitors to the box office and general administrative club activity on non-match days. Data from traffic surveys at Goodison Park demonstrates that on average, on non-match weekdays, the stadium generates around 39 vehicle trips in the AM peak and 25 in the PM peak (hour). This traffic data will be added to the TRICS calculation so that the assessment of this element of the development is robust.
- 13.2.9 It should be noted that the traffic surveyed at Goodison Park will contain journeys made to Goodison for other purposes such as stadium tours, meetings (Goodison has rooms for hire), banqueting and other non-match day activities on offer at Goodison. It is considered that this assessment is robust as banqueting and meetings form part of a separate traffic generation exercise using TRICS. Therefore, there will be an element of double counting in the calculations undertaken.

Café eastern side of stadium

- 13.2.10 On the first floor of the eastern side of the stadium a café of around 500m² will be open on non-match and non-event days. This café is located within a larger area of match day hospitality space which will be unused on non-match and non-event days
- 13.2.11 To assess the trip generation of these uses the 'restaurant / pub' use class within TRICS has been used. Full details of this are included in Appendix D.

Hydraulic Tower

- 13.2.12 The Hydraulic Tower will be repurposed into an exhibition/cultural centre. The TRICS trip rates for similar facilities are shown in Appendix D.

Hospitality Areas

- 13.2.13 On non-match days the hospitality areas on the western side of the stadium will be available for hire for a variety of uses. At present the club envisage the following are likely with maximum availability for hire for this purpose:
- Meetings/Conferences –up to 261 days per year;
 - Exhibitions/Conventions –up to 339 days per year;
 - Weddings –up to 79 days per year;
 - Funerals –up to 261 days per year;
 - Banqueting –up to 339 days per year;
 - Christmas Parties –up to 27 days per year;
 - Stadium Tours –up to 339 days per year.
- 13.2.14 Clearly the transport demand generated by these hospitality areas will fluctuate depending on the type and scale of the event taking place. Accordingly, in order to provide a robust assessment, the 'Exhibition Centre' use class has been used in TRICs. Full details are included in Appendix D.
- 13.2.15 It is envisaged that weddings, funerals and banqueting would not attract significant transport demand during weekday peak hours. There is potential for the site to host exhibitions and conferences which would likely have the most transport demand during the typical traffic peak hours. To provide a robust assessment the TRICs trip rate for this use has been applied to the entire hospitality area available on the western side of the stadium.

13.3 Traffic generation

- 13.3.1 Based on the floor areas set out above, the traffic generation of the site during AM and PM peak hours is summarised in Table 53 and
- 13.3.2 Table 54 below. Traffic generation for two non-match day scenarios has been calculated.
- 13.3.3 The 'no conference' scenario provides the trip generation calculations when there is no activity on the western side of the stadium in terms of hospitality use apart from the river view restaurant. The second scenario 'with conference' assesses traffic generation with the conference facilities fully in use with the river restaurant also forming part of the hospitality offer.

Table 53: Bramley-Moore Traffic Generation 'No Conference'

| Land Use | AM Peak | | | PM Peak | | |
|---------------------|-----------|------------|-----------|-----------|------------|-----------|
| | Arrivals | Departures | Total | Arrivals | Departures | Total |
| Club Shop | 1 | 0 | 1 | 23 | 29 | 52 |
| River Restaurant | 0 | 0 | 0 | 1 | 4 | 5 |
| Cafe | 0 | 0 | 0 | 5 | 3 | 8 |
| Office & box office | 5 | 1 | 6 | 0 | 5 | 5 |
| Goodison Survey | 32 | 7 | 39 | 9 | 16 | 25 |
| Hydraulic Tower | 0 | 0 | 0 | 0 | 1 | 1 |
| Total | 38 | 8 | 46 | 38 | 58 | 96 |

Source: Mott MacDonald

Table 54: Bramley-Moore Traffic Generation 'With Conference'

| Land Use | AM Peak | | | PM Peak | | |
|---------------------|------------|------------|------------|-----------|------------|------------|
| | Arrivals | Departures | Total | Arrivals | Departures | Total |
| Club Shop | 1 | 0 | 1 | 23 | 29 | 52 |
| Office & box office | 5 | 1 | 6 | 0 | 5 | 5 |
| Cafe | 0 | 0 | 0 | 5 | 3 | 8 |
| Goodison Survey | 32 | 7 | 39 | 9 | 16 | 25 |
| Hydraulic Tower | 0 | 0 | 0 | 0 | 1 | 1 |
| Conference | 151 | 5 | 156 | 1 | 37 | 38 |
| Total | 189 | 13 | 202 | 38 | 91 | 129 |

Source: Mott MacDonald

13.3.4 It should be noted that the traffic generation calculations set out above take no account of the fact that there will be linked trips taking place at the stadium. For instance, the visitors to the Hydraulic Tower would also visit the club shop and possibly the river restaurant. Similarly, those on a conference may also visit the club shop or Hydraulic Tower whilst at the site. To make the assessment as robust as possible these linked trips have not been taken account of.

13.3.5 With no event taking place at the site, the non-match day uses at Bramley-Moore Dock will generate around 46 vehicle trips in the AM peak and 96 in the PM peak. In a worst-case scenario in which all conferencing facilities are simultaneously in use, Bramley-Moore would generate approximately 202 vehicle trips in the AM peak and 129 in the PM peak.

13.4 Trip distribution

13.4.1 Travel to work data from the 2011 Census has been used to assess the likely distribution pattern of non-match day traffic travelling to and from the new stadium. The flow diagrams, which present the trip distribution for the traffic illustrated in

13.4.2 Table 54, are presented in Appendix E. Please note these are the 'worst case' traffic flows when there is a full-scale conference being held at the stadium. For most of the days of the year we expect that traffic generation of the site will be much lower.

13.5 Baseline traffic flow

13.5.1 On account of road works currently taking place on Regent Road and Great Howard Street traffic flow data has been sourced from a SATURN model produced by Amey for Liverpool City Council – The Liverpool City Highway Model. Current turning movements at key junctions surrounding the site sourced from surveyed data will be unreliable on account of the ongoing highway works. With the junction of Blackstone Street being the start / end point of road closures on Regent Road and Great Howard Street, and with single lane running being in place on most stretches of Derby Road over the past year or so it means that using the model is the best option.

13.5.2 It should be noted that the Liverpool City Highway model takes account of the dual carriageway scheme which is currently being constructed on Great Howard Street and the cycle lane which is being constructed on Regent Road as part of Liverpool City Council's North Key Corridors scheme as well as works to Bath Street and the Strand as detailed in Section 4.4.

- 13.5.3 Once the baseline flows (for the year 2020) had been extracted from the SATURN model, the data was factored to both 2023 (the opening year) and 2028 (five years after the opening of the development) using TEMPro.

Committed development

- 13.5.4 Committed developments which LCC has requested be included in any future year assessments are as follows:
- Liverpool Waters (10O/2424 & subsequent non-material amendments).
 - Isle of Man Ferry Terminal (18L/3232).
 - Romal Developments Plot C02 (18F/3247)
 - Romal Developments Plot C04 and C06 (17F/1628).
 - Tobacco Warehouse (15F/2438).
 - Cruise Liner Terminal (17O/3230).
 - Regent Road Hotel (20F/0217).
 - Ten Streets Spatial Regeneration Framework.
- 13.5.5 Traffic data has been sourced from the relevant transport assessments which accompanied the planning applications above. For Liverpool Waters development up to 2023 and 2028 has been taken account of as agreed with Liverpool City Council (Section 6.2). For consistency the same methodology in taking account of Liverpool Waters trips has been applied as that adopted for the recent planning applications for the Cruise Liner Terminal and the Northern Link Road. The methodology employed takes account of the latest phasing proposals as set out in the reserved matters planning application.
- 13.5.6 It should be noted that the 2020 Liverpool City Highway Model accounts for a proportion of Liverpool Waters (circa 190 apartments and 600 jobs). In addition, it accounts for a proportion of the tobacco warehouse development (150 apartments only). Therefore, by adding in the committed development traffic on top of the model data a robust assessment will be undertaken although it should be acknowledged there will be an element of double counting.
- 13.5.7 For the two Romal Developments applications no detailed trip distribution or modelling was undertaken as part of the submitted planning applications. Notwithstanding this MM has included the traffic flows the TAs stated would be generated by the developments to ensure a robust assessment is undertaken.
- 13.5.8 For the Tobacco Warehouse development traffic, again no detailed traffic assessment was undertaken as part of the planning application, the reason being that the proposed development was somewhat smaller, therefore generating less traffic than the previous consent on the site (07F/0931). It has not been possible to locate the TA which accompanied the 2007 planning application; however, we note that the Liverpool Waters Transport Assessment took account of the development by distributing development traffic 35% to the north and 65% to the south. Accordingly, for the purpose of this assessment committed development traffic from the Tobacco Warehouse has been distributed in a similar manner.
- 13.5.9 The TA which accompanied the planning application for the Cruise Liner terminal set out that there would be no changes in traffic flow during the weekday morning and evening peak hours in the vicinity of Bramley-Moore Dock. Accordingly, no adjustment to base traffic is necessary to take account of this development.
- 13.5.10 In terms of Ten Streets there are currently no committed developments within this area of a sufficient scale to warrant specific inclusion as a committed development. Accordingly, future

development within this area will be accounted for within the TEMpro factors applied to generate traffic growth.

Traffic flow scenarios

- 13.5.11 Following on from this, a number of additional development scenarios were taken into consideration. A breakdown of these development scenarios is provided in Table 55 below. It should be noted that the AM (08:00-09:00) and PM (17:00-18:00) peaks have been assessed for all scenarios in both the opening year (2023) and the future year (2028).

Table 55: Traffic Flow Scenario Breakdown

| Scenario | Description |
|--|---|
| Base | The 2020 SATURN flows growthed to 2023 and 2028, with the additional traffic generated by Liverpool Waters and other committed developments in the area (as described in section 13.5.4). |
| Base + Proposed Development (no Event) | The 'Base' scenario with traffic generated by the proposed development added. It should be noted that there is no event associated with this scenario. |
| Base + Proposed Development (Event) | The 'Base' scenario with traffic generated by the proposed development added. It should be noted that there is an event associated with this scenario. |

Source: Mott MacDonald

- 13.5.12 Traffic flow diagrams for each scenario are provided in Appendix E.

13.6 Traffic Flows Generated for December 2019 Peoples Project Planning Application and suitability for inclusion in this Transport Assessment update

- 13.6.1 For the December 2019 planning application Mott MacDonald produced an assessment of traffic flow and development impact based on largely same parameters as outlined earlier in this section. Since the original application there have been some changes to the stadium design and committed development in the local area. In this section an overview of these changes and the difference it makes to the traffic assessment is provided:

- Cruise Liner Terminal Car Park:** This development of around 1,800 car parking spaces was formerly proposed at Sherwood Street by Liverpool City Council. For the December 2019 planning application LCC requested MM include this as a committed development in traffic assessments. The development was proposed to generate in the region of 349 traffic movements in the weekday morning peak and 49 in the evening peak hour. This data was taken from the draft TA prepared for the scheme by Flinders Chase and provided to Mott MacDonald by Liverpool City Council. A planning application was not submitted for the development. In scoping for the People's Project planning application update LCC has informed MM that the development is no longer proposed and does not need to be treated as a committed development in any TA update.
- Regent Road Hotel (20F/0217):** The planning application for this development was submitted shortly after the People's Project, it was therefore not possible to treat the development as committed in the traffic assessment included in the People's Project 2019 planning application. The proposal is for a 167-bedroom hotel with an 87-space car park.
- Traffic Generation of the proposed stadium:** In the 2019 People's Project planning submission the traffic generation based on the proposed floor areas of the stadium was for 227 movements in the morning peak hour and 133 in the evening peak hour. This is around 25 more movements in the morning peak and 4 movements in the evening peak more than currently proposed.

- 13.6.2 Mott MacDonald has discussed these issues with Liverpool City Council. It has been agreed between these parties that despite the changes which have occurred since the December 2019 planning submission the assessment of traffic impact and traffic modelling remains robust and valid. An analysis of traffic data has been undertaken with the conclusion that the Cruise Liner Car Park (which is no longer to be treated as a committed development) would distribute more development traffic on the local roads outside the proposed stadium site than the Regent Road Hotel. Furthermore, the proposed stadium in its revised form will generate less traffic than the development in the 2019 planning submission. The changes do not result in a material difference to the results of the traffic analysis and conclusions.
- 13.6.3 Two technical notes detailing these matters is included as Appendix L. Mott MacDonald concludes that the level of development and committed development traffic included in the TA and EIA in the December 2019 Peoples Project planning application remains robust and valid. Accordingly, the traffic assessment as included in the 2019 application is presented again here in this TA update.
- 13.6.4 Following the agreement with LCC that no changes to modelling were required a new application was validated in August 2020, a residential development at Lightbody Street 20F/1947. The details of this application are included in Section 6.1. As set out in that section the development would lead to an insignificant change to baseline traffic levels with minimal impact on the operation of the road network. It is concluded that no adjustment to the modelling presented in December 2019 is needed to take account of this development.

13.7 Development impact

- 13.7.1 The tables below provide an overview of the percentage change in traffic that the development proposal has on key signalised junctions adjacent to the site. For all impact assessments the 'worst case' traffic generation figures were used for the development i.e. the 'with conference' traffic flows were used.

Table 56: 'Base' vs 'Base + Dev (with Event)' AM - Development Impact (2023)

| Junction | Total Traffic | | Vehicle Change | % Change |
|---------------------------------------|---------------|-------------------------|----------------|----------|
| | 2023 Base | 2023 Base + Dev (Event) | | |
| Boundary Street/Derby Road | 2792 | 2833 | 41 | 1.4% |
| Blackstone Street/Great Howard Street | 3276 | 3338 | 62 | 1.9% |
| Walter Street/Great Howard Street | 3056 | 3101 | 45 | 1.4% |

Source: Mott MacDonald

- 13.7.2 Table 56 illustrates that the development traffic has a minimal impact upon the road network adjacent to the site, when comparing the '2023 Base' with the '2023 Base + Development' scenario in the AM peak. The highest percentage increase in traffic is at the Blackstone Street/Great Howard Street junction, with 62 additional vehicles travelling through it. This equates to an extra 1.9% traffic, and less than 1 vehicle per minute over the AM peak hour.

Table 57: 'Base' vs 'Base + Dev (with Event)' PM - Development Impact (2023)

| Junction | Total Traffic | | Vehicle Change | % Change |
|---------------------------------------|---------------|-------------------------|----------------|----------|
| | 2023 Base | 2023 Base + Dev (Event) | | |
| Boundary Street/Derby Road | 2426 | 2450 | 24 | 0.9% |
| Blackstone Street/Great Howard Street | 2838 | 2874 | 38 | 1.2% |
| Walter Street/Great Howard Street | 2796 | 2823 | 36 | 0.9% |

Source: Mott MacDonald

- 13.7.3 Table 57 illustrates that the development traffic has a minimal impact upon the road network adjacent to the site, when comparing the '2023 Base' with the '2023 Base + Development' scenario in the PM peak. Again, the highest percentage increase in traffic is at the Blackstone Street/Great Howard Street junction, with 38 additional vehicles travelling through it. This equates to an extra 1.2% traffic, and less than 1 vehicle every two minutes in the PM peak hour.

Table 58: 'Base' vs 'Base + Dev (with Event)' AM - Development Impact (2028)

| Junction | Total Traffic | | Number Change | % Change |
|---------------------------------------|---------------|-------------------------|---------------|----------|
| | 2028 Base | 2028 Base + Dev (Event) | | |
| Boundary Street/Derby Road | 3022 | 3063 | 41 | 1.4% |
| Blackstone Street/Great Howard Street | 3532 | 3594 | 62 | 1.9% |
| Walter Street/Great Howard Street | 3301 | 3347 | 46 | 1.4% |

Source: Mott MacDonald

- 13.7.4 Table 58 illustrates that the development traffic has a minimal impact upon the road network adjacent to the site, when comparing the '2028 Base' with the '2028 Base + Development' scenario in the AM peak. The highest percentage increase in traffic is at the Blackstone Street/Great Howard Street junction, with 62 additional vehicles travelling through it. This equates to an extra 1.9% traffic, and less than 1 vehicle per minute over the AM peak hour.

Table 59: 'Base' vs 'Base + Dev (with Event)' PM - Development Impact (2028)

| Junction | Total Traffic | | Number Change | % Change |
|---------------------------------------|---------------|-------------------------|---------------|----------|
| | 2028 Base | 2028 Base + Dev (Event) | | |
| Boundary Street/Derby Road | 2461 | 2485 | 24 | 0.9% |
| Blackstone Street/Great Howard Street | 3025 | 3062 | 37 | 1.2% |
| Walter Street/Great Howard Street | 2979 | 3005 | 26 | 0.9% |

Source: Mott MacDonald

- 13.7.5 Table 59 illustrates that the development traffic has a minimal impact upon the road network adjacent to the site, when comparing the '2028 Base' with the '2028 Base + Development' scenario in the PM peak. Again, the highest percentage increase in traffic is at the Blackstone Street/Great Howard Street junction, with 37 additional vehicles travelling through it. This equates to an extra 1.2% traffic, and less than 1 vehicle every two minutes in the PM peak hour.
- 13.7.6 Overall, Table 56 to Table 59 indicate that, when the development traffic for an 'event' scenario is added to the 'Base' scenarios, the level of traffic increase to be expected is small when compared with the volume of baseline traffic which is expected to be on the surrounding road

network. We do not expect that this level of traffic increase would have a material impact on the surrounding road network.

LinSig Modelling

- 13.7.7 In order to assess the impact of the proposed development on the adjacent highway network, the three key junctions as described in section 13.7 have been modelled, of which include:
- Boundary Street / Derby Road
 - Blackstone Street / Great Howard Street
 - Walter Street / Great Howard
- 13.7.8 The metrics used to compare the operation of the junctions in the 'Base' and 'Base + Proposed Development' scenarios in both the AM and PM for 2023 and 2028, include delay and practical reserve capacity (PRC). These are output statistics, provided by LinSig, and are defined as below:
- PRC is a measure of the remaining capacity at a signalised junction, whereby a value of 5% or more indicates that a junction is operating within its available capacity and is likely able to accommodate daily fluctuations in traffic flows.
 - Delay is measures as the total delay (in PCU Hours) and represents the cumulative total delay for all vehicles using the junction.
- 13.7.9 Junction modelling results are provided below in Table 60 to Table 62. It should be noted that the 'Base' scenarios are compared with the 'Base + Proposed Development (Event)' scenarios, as these are the worst case. The Junction models were provided by Liverpool City Council and are based on the junctions currently under construction as part of the north Liverpool Key Corridor scheme. All Linsig output is included as Appendix J.

Table 60: Boundary Street / Derby Road Junction Modelling Results

| Scenario | AM | | PM | |
|---|---------|---------------|---------|---------------|
| | PRC (%) | Delay (PcuHr) | PRC (%) | Delay (PcuHr) |
| 2023 | | | | |
| 2023 Base | 24.3 | 14.4 | 59.7 | 11.22 |
| 2023 Base + Proposed Development (no Event) | 24.2 | 14.54 | 59.3 | 11.48 |
| 2023 Base + Proposed Development (Event) | 23.5 | 15.1 | 59.0 | 11.6 |
| 2028 | | | | |
| 2028 Base | 13.1 | 17.24 | 63.5 | 11.32 |
| 2028 Base + Proposed Development (no Event) | 13.0 | 17.39 | 63.0 | 11.57 |
| 2028 Base + Proposed Development (Event) | 12.3 | 17.99 | 62.8 | 11.68 |

Source: Mott MacDonald/LinSig

- 13.7.10 Table 60 indicates that, when compared with the 'Base' scenarios, the 'Base + Development (Event)' scenarios have little impact on the PRC or delay in both the AM and PM peaks.

2023 Results

- 13.7.11 In the AM, the PRC value decreases from 24.4% by 0.8 to 23.5%, and the total delay increases from 11.4pcuHr by 0.7 to 15.1pcuHr, which is perceived to be negligible. This equates to a total delay of approximately 19.9 seconds per vehicle in the '2023 Base + Proposed Development' scenario. It should be noted that there is only a slight increase in vehicles travelling through the junction, with an extra 41 in the '2023 Base + Development (Event)' scenario.

- 13.7.12 In the PM, the PRC decreases from 59.7% by 0.7 to 59%, and total delay increases from 11.22pcuHr by 0.38 to 11.6pcuHr, which is also perceived to be insignificant. This equates to an approximate delay of 17.4 seconds per vehicle in the '2023 Base + Proposed Development (Event)' scenario. It should be noted that there is an increase of just 24 vehicles in the '2023 Base + Proposed Development' scenario, which is deemed to be negligible.

2028 Results

- 13.7.13 In the AM, the PRC value decreases from 13.1% by 0.8 to 12.3%, and the total delay increases from 17.24pcuHr by 0.75 to 17.99pcuHr, which is perceived to be negligible. This equates to a total delay of approximately 21.14 seconds per vehicle in the '2028 Base + Proposed Development' scenario. It should be noted that there is only a slight increase in vehicles travelling through the junction, with an extra 41 in the '2028 Base + Development (Event)' scenario.
- 13.7.14 In the PM, the PRC decreases from 63.5% by 0.7 to 62.8%, and total delay increases from 11.32pcuHr by 0.36 to 11.68pcuHr, which is also perceived to be insignificant. This equates to an approximate delay of 16.9 seconds per vehicle in the '2028 Base + Proposed Development (Event)' scenario. It should be noted that there is an increase of just 24 vehicles in the '2028 Base + Proposed Development' scenario, which is deemed to be negligible.

Table 61: Blackstone Street / Great Howard Street Junction Modelling Results

| Scenario | AM | | PM | |
|---|---------|---------------|---------|---------------|
| | PRC (%) | Delay (PcuHr) | PRC (%) | Delay (PcuHr) |
| 2023 | | | | |
| 2023 Base | -10.6 | 67.59 | 5.1 | 32.54 |
| 2023 Base + Proposed Development (no Event) | -11.1 | 68.89 | 4.7 | 33.34 |
| 2023 Base + Proposed Development (Event) | -12.9 | 84.78 | 4.9 | 33.33 |
| 2028 | | | | |
| 2028 Base | -20.5 | 155.98 | -0.8 | 38.28 |
| 2028 Base + Proposed Development (no Event) | -20.7 | 159.05 | -2.0 | 39.50 |
| 2028 Base + Proposed Development (Event) | -23.3 | 178.85 | -2.0 | 39.49 |

Source: Mott MacDonald/LinSig

2023 Results

- 13.7.15 In the AM, the PRC value decreases from -10.6% by 0.5% to -11.1%, and the total delay increases from 67.59pcuHr by 17.19 to 84.78pcuHr. This equates to a total delay of approximately 92 seconds per vehicle in the '2023 Base + Proposed Development' scenario, which is 17 seconds more than the '2023 Base' scenario. It should be noted that there are an additional 62 vehicles travelling through the junction in the '2023 Base + Development (Event)' scenario, equating to approximately 1 per minute.
- 13.7.16 It is clear that in the baseline situation the junction is predicted to operate over its design capacity in the AM peak period. We consider that the level of worsening in performance brought about by the development however is not material. It should be noted that in the worst case the level of worsening brought about by the development (with event) is less than that would have otherwise taken place in the 2028 baseline situation.
- 13.7.17 In the PM, the PRC decreases from 5.1% by 0.2 to 4.9%, and total delay increases from 32.54pcuHr by 0.79 to 33.33pcuHr, which is perceived to be insignificant. This equates to an approximate delay of 41 seconds per vehicle in the '2023 Base + Proposed Development (Event)' scenario, and the increase on the '2023 Base' scenario would be difficult to notice in

reality. It should be noted that there is an increase of just 38 vehicles in the '2023 Base + Proposed Development' scenario, which is deemed to be negligible.

2028 Results

- 13.7.18 In the AM, the PRC value decreases from -20.5% by 2.8 to -23.3%, and the total delay increases from 155.98pcuHr by 22.87 to 178.85pcuHr. This equates to a total delay of approximately 179 seconds per vehicle in the '2028 Base + Proposed Development' scenario. However, this is only an increase of approximately 20 seconds when compared with the '2028 Base' scenario. It should be noted that there is only a slight increase in vehicles travelling through the junction, with an extra 62 in the '2028 Base + Development (Event)' scenario.
- 13.7.19 It is clear that in the baseline situation the junction is predicted to operate over its design capacity in the AM peak period. We consider that the level of worsening in performance brought about by the development however is not material. Only an additional 62 vehicles will travel through the junction in this period on account of development. Accordingly, the level of worsening in performance must be seen in the context of the 3,500 other vehicles which will be using the junction in this period.
- 13.7.20 In the PM, the PRC decreases from -0.8% by 1.2 to -2%, and total delay increases from 38.28pcuHr by 1.21 to 39.49pcuHr, which is perceived to be insignificant. This equates to an approximate delay of 0.87 seconds per vehicle in the '2028 Base + Proposed Development (Event)' scenario and would be hard to realise in reality. It should be noted that there is an increase of just 37 vehicles in the '2028 Base + Proposed Development' scenario, which is deemed to be negligible.

Table 62: Walter Street / Great Howard Street Junction Modelling Results

| Scenario | AM | | PM | |
|---|---------|---------------|---------|---------------|
| | PRC (%) | Delay (PcuHr) | PRC (%) | Delay (PcuHr) |
| 2023 | | | | |
| 2023 Base | 22.3 | 18.42 | 8.3 | 19.95 |
| 2023 Base + Proposed Development (no Event) | 22.2 | 18.56 | 7.7 | 20.55 |
| 2023 Base + Proposed Development (Event) | 22.2 | 18.97 | 7.9 | 20.67 |
| 2028 | | | | |
| 2028 Base | 11.7 | 21.81 | 1.7 | 24.04 |
| 2028 Base + Proposed Development (no Event) | 11.6 | 21.97 | 1.2 | 24.92 |
| 2028 Base + Proposed Development (Event) | 11.6 | 22.43 | 1.3 | 25.02 |

Source: Mott MacDonald/LinSig

- 13.7.21 Table 62 indicates that, when compared with the 'Base' scenarios, the 'Base + Development (Event)' scenarios have little impact on the PRC or delay in both the AM and PM peaks.

2023 Results

- 13.7.22 In the AM, the PRC value decreases from 22.3% by 0.1 to 22.2%, and the total delay increases from 18.42pcuHr by 0.55 to 18.97pcuHr, which is perceived to be negligible. This equates to a total delay of approximately 22.07 per vehicle, which is an increase of less than 1 second per vehicle in the '2023 Base + Proposed Development' scenario when compared with the '2023 Base'. It should be noted that there is only a slight increase in vehicles travelling through the junction, with an extra 45 in the '2023 Base + Development (Event)' scenario.
- 13.7.23 In the PM, the PRC decreases from 8.3% by 0.4 to 7.9%, and total delay increases from 19.95pcuHr by 0.72 to 20.67pcuHr, which is also perceived to be insignificant. This equates to a

total delay of approximately 26 second per vehicle and is an increase of less than 1 second per vehicle in the '2023 Base + Proposed Development (Event)' scenario when compared with the '2023 Base'. It should be noted that there is an increase of just 36 vehicles in the '2023 Base + Proposed Development' scenario, which is deemed to be negligible.

2028 Results

- 13.7.24 In the AM, the PRC value decreases from 11.7% by 0.1 to 11.6%, and the total delay increases from 21.81pcuHr by 0.62 to 22.43pcuHr, which is perceived to be negligible. This equates to a total delay of approximately 24 seconds per vehicle in the '2028 Base + Proposed Development' scenario, an increase of less than 1 second when compared with the '2028 Base'. It should be noted that there is only a slight increase in vehicles travelling through the junction, with an extra 46 in the '2028 Base + Development (Event)' scenario.
- 13.7.25 In the PM, the PRC decreases from 1.7% by 0.5 to 1.3%, and total delay increases from 24.04pcuHr by 0.36 to 25.02pcuHr, which is also perceived to be insignificant. This equates to an approximate delay of 26 seconds per vehicle in the '2028 Base + Proposed Development (Event)' scenario which is an increase of less than 1 second when compared with the '2028 Base'. It should be noted that there is an increase of just 26 vehicles in the '2028 Base + Proposed Development' scenario, which is deemed to be negligible.

Junctions 9 Modelling

- 13.7.1 The northern and southern access priority junctions have been modelled using Junctions 9. This is transport planning industry standard software used to assess the operation of give way junctions. In Junctions 9, an RFC (ratio of flow to capacity) value of 0.85 or above indicates that a junction may begin to experience queuing and congestion, as traffic flow would be close to design capacity. An RFC of 1 or above indicates that a junction is operating over its design capacity and will experience congestion and delay.
- 13.7.2 The 'worst case' scenario ('2028 Base + Development') has been modelled to determine whether the access junctions can accommodate traffic generated by the proposed development. The results are provided in **Table 63** and **Table 64** below. Full model outputs are provided in Appendix K. It should be noted that the 'with event' development flows have been used as these will provide a worst-case assessment. It should be noted that the analysis here takes into account the revised access strategy for the stadium for the northern and southern access points as detailed in Section 5.4

Table 63: Northern Access Junction Model Results

| Stream | AM | | PM | |
|-------------------|------|-------|------|-------|
| | RFC | Queue | RFC | Queue |
| 2028 Base + Event | | | | |
| Stream B-AC | 0.00 | 0.0 | 0.00 | 0.0 |
| Stream C-AB | 0.24 | 0.7 | 0.05 | 0.1 |

Source: Junctions 9

Table 64: Southern Access Junction Model Results

| Stream | AM | | PM | |
|-------------------|------|-------|------|-------|
| | RFC | Queue | RFC | Queue |
| 2028 Base + Event | | | | |
| Stream B-AC | 0.03 | 0.0 | 0.27 | 0.4 |
| Stream C-AB | 0.04 | 0.0 | 0.00 | 0.1 |

Source: Junctions 9

- 13.7.3 As illustrated in **Table 63** and **Table 64**, the RFC values at both the northern and southern junctions fall substantially below the 0.85 threshold in both the AM and PM peaks. From this information, we conclude that both junctions will be capable of accommodating traffic generated by the proposed development.

13.8 Summary

- 13.8.1 An assessment of traffic demand has been undertaken for the non-match day and non-event day uses proposed at the stadium. There will be an exhibition/cultural facility located at the site (within Hydraulic Tower) as well as a club shop and stadium tours available. There will also be substantial hospitality and conferencing facilities available for hire. Accordingly, even when Everton are not playing a home fixture there will still be activity related to the Club at the stadium.
- 13.8.2 For the most part of the year there will be no football matches played and no major events held at the stadium. Accordingly, it is important to assess what the development impact of these non-football and non-event uses will be as these will be in use for the majority of the year.
- 13.8.3 The level of traffic these everyday uses will generate has been calculated and distributed on the surrounding road network. The conclusion of this assessment reveals that during the weekday road network peak hours the traffic generation of these uses will result in a small percentage increase in traffic on the network. The highest percentage increase assessed was at the Blackstone Street/ Great Howard Street junction with a traffic increase of 1.9% on account of development in 2023 and 2028 during the morning peak hour.
- 13.8.4 Three key junctions have been modelled adjacent to the proposed development site. The results show that the Blackstone Street / Great Howard Street junction would be over capacity in the '2023 Base' and '2028 Base' scenarios. Once development traffic is added, PRC worsens and delay increases. However, the maximum number of additional vehicles travelling through the junction, (2028 AM peak, as illustrated in Table 58), is 62, which is deemed to be negligible considering that in the baseline situation 3,500 vehicles will be using the junction.
- 13.8.5 In addition to this, both site access priority junctions on Regent Road have been modelled using Junctions 9. The 'worst-case' scenario ('2028 Base + Event') has been modelled, as this is the scenario where the junctions will experience the highest levels of vehicular traffic. The results show that both junctions fall far below the 0.85 RFC threshold, and will operate satisfactorily.
- 13.8.6 On this basis, it is considered that the level of traffic increase generated by the development by the non-football and non-event uses are highly unlikely to have a material impact on the operation of the surrounding highway network and would not be severe (the threshold identified in NPPF paragraph 109).

14 Impact appraisal for key themes

14.1 Introduction

14.1.1 Through the pre-application consultation process with stakeholders, the impact of the proposed stadium in specific locations or on particular infrastructure has been raised. In this section impact on these specific areas are addressed. This includes:

- Impact of match & event day road closures, traffic restrictions and traffic demand on the local highway network;
- Construction impact;
- Impact on the Highways England network;
- Impact on Mersey Road Tunnels;
- The possible need for a new rail station to serve the stadium;
- The possible need for a new ferry terminal to serve the stadium;
- Potential impact in the Sefton Local Authority area.

14.2 Impact of match & event day road closures, traffic restrictions and traffic demand on the local road network

14.2.1 In this section, firstly an overview of how our approach and methodology to this assessment has been developed is provided. This is followed by an analysis of traffic flow on the key road network routes in the vicinity of the site and an assessment of potential match day impact.

Our Approach

14.2.2 The approach to assessing the impact of the match day road closures, traffic restrictions and match day traffic on the transport network has been developed in consultation with Liverpool City Council Highways. In deciding on a methodology, we have:

- taken into consideration the assessment methodologies adopted for other recent stadium planning applications,
- reviewed modelling issues related to stadium developments,
- analysed traffic changes which take place at Goodison Park on match days;
- reviewed the established approach to traffic management in Liverpool for events and football matches.

Precedent Assessment Methodologies

14.2.3 Mott MacDonald reviewed assessment methodologies employed in other football stadium applications made in recent years prior to undertaking this transport assessment. The applications are:

- Northumberland Project- New Tottenham Hotspur FC Stadium 62,000 capacity and mixed-use development (development granted planning consent and now open). Planning Ref: HGY/2010/1000 & HGY/2015/3000;
- Crystal Palace FC- Extension of Main Stand Selhurst Park by 8,200 spectators (planning permission granted). Planning Ref: Croydon 18/00547/FUL;

- Chelsea FC- Redevelopment of Stamford Bridge Stadium for 60,000 capacity (development granted planning consent). Hammersmith & Fulham 2015/05050/FUL;
- Anfield Stadium, Liverpool – stadium expansion to 58,600 capacity: (expansion plans for Main Stand element implemented and open). Planning Ref: Liverpool City Council 14F/1262
- Anfield Stadium, Liverpool – application to host concerts and non-football sporting events (planning permission granted, and events hosted). Planning Ref: Liverpool City Council 18F/1632
- Etihad Stadium, Manchester – seated capacity expansion: (capacity enhancements implemented and open).
- City of Manchester Stadium, Manchester – planning permission: (stadium now built- now called Etihad Stadium).

14.2.4 Within the Transport Assessments and EIA's submitted for the developments above it should be noted that no detailed traffic modelling was undertaken for the match day / major event day scenarios. Assessment was undertaken on a largely qualitative basis. The main reason cited for this being that any increase or re-distribution of vehicle traffic on account of events and football matches is dissipated over a wide area. This is because:

- For urban stadia, most spectators travelling by car typically cannot park close to the stadium. Stadium car parks or publicly available car parking close by are usually limited. Residents Parking Zones and football match parking restrictions similar to those proposed for BMD force most match day vehicles to park remotely, spreading demand for car parking over a wide area;
- Match day road closures and traffic restrictions mean that non-match and non-football traffic either: diverts, avoids the area, or chooses to travel by a different mode on match days. The variety of alternative routes and alternative modes of transport available means that this redistribution is spread over a wide area and across different transport modes.

14.2.5 Furthermore, the timing and frequency of football matches and major events should be taken into account when determining the most appropriate assessment methodology:

- Although sporting events are the primary purpose of most stadia, these typically take place infrequently. As set out in Section 8.2 the proposed new stadium will host a maximum of around 23 – 28 Everton home fixtures per year with a maximum of 4 non-football events. Therefore, it is apparent that football matches are in fact extraordinary events at stadia with no event or football match taking place for the vast majority (91%) of the days of the year.
- As set out in Section 11: Regent Road will be under hard closure for around one hour before and a maximum of one hour after each event / football match. Therefore, based on a closure period of 3.75 hours per match this would result in a worst case of Regent Road being under hard closure for 120 hours per annum. For Great Howard Street, assuming a closure period of 30 minutes per event, hard closure will take place for a maximum of 16 hours per annum. In this context, closures are short term and infrequent.
- The arrival and departure window for football matches and major events typically take place outside of peak traffic periods. This means that any increases in traffic, or redistribution in traffic that takes place on account of football and events takes place in off-peak periods when there is spare capacity on the network.

Limitations of a traffic modelling approach for match / event day assessments

14.2.6 Traffic models are developed to understand the performance of the highway network under peak traffic conditions. They are used to identify issues with network performance and test mitigation and solutions. As such they typically represent periods of peak demand on the

highway network that occur regularly, this is usually the weekday AM and PM peak time periods which coincide with the commute to and from work. A weekday interpeak period (between these peak hours) is also sometimes represented. Off peak periods (before 7am or after 7pm on a weekday; and any time over weekends) are rarely represented, as there is limited congestion on the highway network at these times, or if there is, it is not a regular occurrence. The approach to the development of traffic models only covering peak periods reflects the considerable data requirements, time and costs required to develop a traffic model.

- 14.2.7 Football matches are almost always scheduled on weekends or on weekday evenings, with some variation in scheduled kick-off times. Match related traffic impacts on the highway network occur in both the period leading up the kick-off as people arrive at the stadium and post-match, when people depart from the stadium. Existing traffic models rarely cover these time periods and specifically exclude any non-regular events e.g. football matches. This is the case in Liverpool where the City Councils strategic traffic models cover the weekday peak hour and average interpeak time periods. There is therefore no existing traffic model available covering Liverpool to assess the impacts of a football match even though the city is home to two Premiership football clubs.
- 14.2.8 There are several challenges associated with developing a traffic model to assess the traffic impact of a football match. Firstly, there is a need to select the time periods to cover, noting that match days and kick off times vary, and the traffic impacts are felt over several hours around the football match. These time periods would all have different travel demands and network conditions. Either a model representing each of these time periods would need to be developed, or a "typical" model that is broadly representative of all these time periods would be required. The former is unrealistic given the number of models that would be required, and the latter would produce an average model that would not necessarily represent any time period particularly well.
- 14.2.9 Traffic models require detailed information on transport supply (the capacity of the road network) and travel demand. Transport supply remains largely unchanged between time periods, so can be easily determined. Travel demand varies significantly by day and time of day. So, if developing a traffic model to represent new time periods, data would need to be collected on travel patterns and traffic volumes for each period, a significant undertaking given the numerous time periods in question and the wide geographical area which would need to be modelled. This information would be required for attendees at the football match and all existing users of the transport network.
- 14.2.10 Assuming an existing traffic model was available or could be made readily available, there are a number of limitations in using a model to assess the traffic impact of football matches. Traffic models represent "typical" conditions, which excludes non-regular events such as football matches. If using a model to assess a football match, assumed details of the number and travel characteristics of people attending the football match would need to be included in the model. This would likely need to include a number of scenarios depending on the modal split of supporters on match day- for instance lower car dependence against higher car dependence. In addition, how existing travellers not attending the match react to a football match would also need to be included in the model and each of these scenarios modelled for the entire arrival-match and departure periods.
- 14.2.11 For people attending the football match, detail of their travel, for example: travel mode, where they have travelled from, and where they would be parking if travelling by car, would all need to be determined for all 52,888 attendees. This would in part be based on surveys of users of the existing stadium, however some elements of this would relate to the location of the new stadium e.g. travel mode and parking location and would have to be based on assumptions.

- 14.2.12 Details of existing traffic on the highway network on a match day would also need to be collected. However, it is noted that people's travel behaviour on a match day would change, and the traffic model would not be able to reflect all of this. For example, people may decide not to travel, to travel at a different time, or mode different route. The traffic model is able to reflect rerouting but not the other effects.
- 14.2.13 The level of detail included in a traffic model is therefore typically not sufficient to fully represent many aspects of football travel. Traffic models do not include minor roads in the network, and so are unable to reflect these local impacts. The traffic model would not represent the exact location that people are travelling to i.e. the destination included in the traffic model is defined by a general geographical area, so even if the local road network is included, the model will still not fully represent traffic on individual local roads.
- 14.2.14 The traffic model does not always reflect the exact parking location, large car parks can be specifically represented in the model, but smaller car parks and on-street car parking will not be represented, in addition there is no representation of car park capacity, so models are not able to reflect the search for car parking spaces.
- 14.2.15 As impacts would only occur on a limited number of days per year, the modelling would generally not be used to inform physical mitigation works. The mitigation measures considered on match days may not be able to be represented in the traffic model. So, although road closures could be represented; measures such as parking restrictions, advanced messaging to advise people not to travel or take alternative routes would not be reflected in the model.
- 14.2.16 Overall, as a traffic model is not able to fully represent travel behaviour on a match day and would be reliant on many assumptions relating to both attendees at the football match and the behaviour of existing road users, we do not consider a traffic model is an appropriate or proportionate tool to assess the traffic impacts of a football match. The impact of football matches / major events is best undertaken using a qualitative approach.

Traffic changes on match days at Goodison Park

- 14.2.17 The temporary changes in traffic levels generated by football matches and the traffic restrictions associated with them is illustrated by the results of traffic surveys undertaken as part of the Goodison Park Legacy project. As part of the Transport Assessment which accompanied the planning application a comparison of match day traffic levels with non-match day traffic levels is provided in Section 5.
- 14.2.18 The two key traffic routes in the vicinity of Goodison Park are County Road (some 250m to the west of the stadium) and Walton Lane (to the immediate east of the stadium and the main route from which the existing stadium car park is accessed). It should be noted that traffic restrictions and road closures currently in place on match days at Goodison Park are significantly smaller in scale than that proposed at BMD. At Goodison Park the residential streets that immediately border the stadium (Goodison Road, Bullens Road and Gwladys Street) are closed in the pre- and post-match periods. The key routes of County Road and Walton Lane remain open all day with the exception of Walton Lane which is typically closed for around 20 minutes in the post-match period only.
- 14.2.19 Parking restrictions Football Match Residents Parking Zone (FMPZ) are in place for a substantial area surrounding the site. The restrictions limit on-street parking in the immediate vicinity of the site to residents and businesses only. The FMPZ means that the closest streets within which supporters could park their cars is around 20 minutes' walk away to the north, west and east (FMPZ extent north of A5057 Balliol Road and Breeze Hill, west of A5038 Melrose Road and east of A5057 Queens Drive). To the south the FMPZ limit is wider at around 30

minutes' walk on account of the area extending around Anfield Stadium. Capacity of Goodison Park is approximately 39,500.

- 14.2.20 The surveys revealed that on the match day, traffic levels in the hour before kick-off and hour after final whistle were around 200 vehicles per hour higher than non-match day conditions on County Road. For context during the weekday morning and evening network peak hours the route typically accommodates around 1,400 vehicles per hour.
- 14.2.21 The Walton Lane dual carriageway accommodates increases of around 300 vehicles per hour in the pre- and post-match periods. Again, for context Walton Lane typically accommodates around 2,100 vehicles per hour during the weekday network peak hour. In both cases the traffic increases were largely isolated to the period immediately preceding and following the match event. For Walton Lane the level of increase can partly be explained by the fact that both the Goodison Park stadium car park (capacity approximately 150 spaces on match days) and the nearby high capacity Stanley Park & Utting Avenue car (capacity over 1,500 spaces) are both accessed via Walton Lane.
- 14.2.22 It is evident therefore that despite the significant match day transport demand generated by the existing stadium at Goodison Park that this is not reflected in substantial changes in traffic flow on the road network. These changes are limited to the periods immediately before kick-off and following final whistle. These events only take place at Goodison Park around 24 times per year (based on fixture frequency for the last 5 complete football seasons at Goodison Park).
- 14.2.23 It is expected that for BMD football and non-football traffic would be deterred from routing on streets close to the stadium to a greater degree than is the case at present for Goodison Park. This is because the proposed FMPZ for BMD is wider in its extent than for Goodison Park. Furthermore, the extent of road closures and traffic restrictions is wider and includes the main two routes in the immediate vicinity of the site, namely Regent Road and Great Howard Street. In addition, there are no high capacity car parks located in such close proximity as is the case with Goodison Park.

Established traffic management practice in Liverpool for football and other major events

- 14.2.24 Liverpool City Council as Highway Authority is experienced in the development of event management plans to accommodate major events in the city. As well as the temporary traffic management measures which are employed when Everton or Liverpool Football Club (current stadium capacity c. 54,000) play at home, the city plays host to a wide variety of events through the year which require temporary road closures or restrictions. In 2018 and 2019 these have included sports events (Liverpool Triathlon, Liverpool Half Marathon, Wales Touring Car Rally Parade, Red Bull Drift Series) and cultural events (Liverpool River of Light, Liverpool Dream). The Liverpool Dream staged over three days in Liverpool City Centre attracted some 1.2 million visitors (Liverpool Echo <https://www.liverpoolecho.co.uk/whats-on/whats-on-news/revealed-records-broke-giants-liverpool-15541969>).
- 14.2.25 For football and major events requiring road closures Liverpool City Council uses its UTC (Urban Traffic Control) systems to maintain the safe and efficient operation of the road network. Through this system LCC are able to monitor traffic conditions and make changes to signal timings and staging to assist in the movement of traffic. For football matches at Goodison Park and Anfield Stadium LCC UTC typically alter the operation of traffic signals local to the stadia and wider area to assist in the expedient movement of traffic. LCC in scoping has confirmed that when the new stadium opens at BMD the same approach will be used. As has already been explained in Section 11 there will be a comprehensive signage system in place warning motorists of match day road closures so they can avoid the area.

- 14.2.26 The focus of all transport strategies associated with football and major events staged in Liverpool is to discourage traffic from driving close to the stadium / event location both for crowd safety and for sustainable transport reasons. This is achieved via temporary road closures and on-street parking restrictions and other softer measures such as including transport information in marketing and event material. There is an acceptance that these restrictions will lead to a temporary re-distribution of traffic and that some routes remote from the stadium will accommodate more traffic than is usual. These changes are needed to assist in the movement and dispersion of large crowds. This redistribution of traffic is accepted on account of the fact that it is temporary and short term in nature and that events take place on an infrequent basis outside of traffic network peak hours.
- 14.2.27 On account of the transient and temporary nature of events, mitigation seldom takes the form of physical capacity changes to the road network to accommodate changes to traffic flow traffic or higher pedestrian flows. The focus is on temporary changes which are implemented on the day of the event to assist in the movement of people on foot and by public transport. The temporary nature of the mitigation works reflect the temporary impact of the event. Where permanent highway changes are made to accommodate events, such as those around Goodison Park and Anfield Stadium these typically take the form of signage and traffic regulation orders to regulate parking in the area.

Assessment Methodology

- 14.2.28 From the review above it is clear that:
- Match day / event day traffic redistribution resulting from events at BMD would be temporary and short term in nature. Furthermore, it would only occur a maximum of some 27 – 32 occasions per year and outside of peak traffic periods.
 - Motorists will be warned of the match / event day traffic restrictions well in advance by signage and publicity. Therefore non -match and non- football traffic will either: divert, avoid the area, or choose to travel by a different mode on match days. Match / event day traffic redistribution will therefore be spread over a wide area and across different transport modes. The signage scheme to be implemented and means of disseminating this travel information is included in Sections 11.13.5 & 11.16. Car Park capacity in the area within 30 minutes' walk of the stadium is covered in Sections 4.10, 10.2 & 11.5.
 - It is evident that a traffic modelling-based approach would not be able provide useful information on key aspects of match day travel. The decision making of existing traffic including the re-timing of existing journeys and impact on modal choice would not be predicted by the model. Furthermore, the impacts on local minor streets would not be represented. Modelling would also not be able to predict the impact of parking restrictions or advanced messaging to advise people not to travel or take an alternative route. Overall, as a traffic model is not able to satisfactorily represent travel behaviour on a match day and would be reliant on many assumptions relating to both attendees at the football match and the behaviour of existing road users, we do not consider a traffic model is an appropriate or proportionate tool to assess the impacts of a football match.
 - It has been demonstrated that increases in traffic flow on major routes close to Goodison Park on match days is modest. The range of parking and road closure measures implemented on match days at BMD will be far greater in geographical scope than is the case at Goodison Park. We expect therefore at BMD that match / event traffic will be dispersed over a wider area than is the case at Goodison Park.
 - Liverpool City Council as Highway Authority is experienced at developing and managing transport strategies associated with football and major events in the city including football at

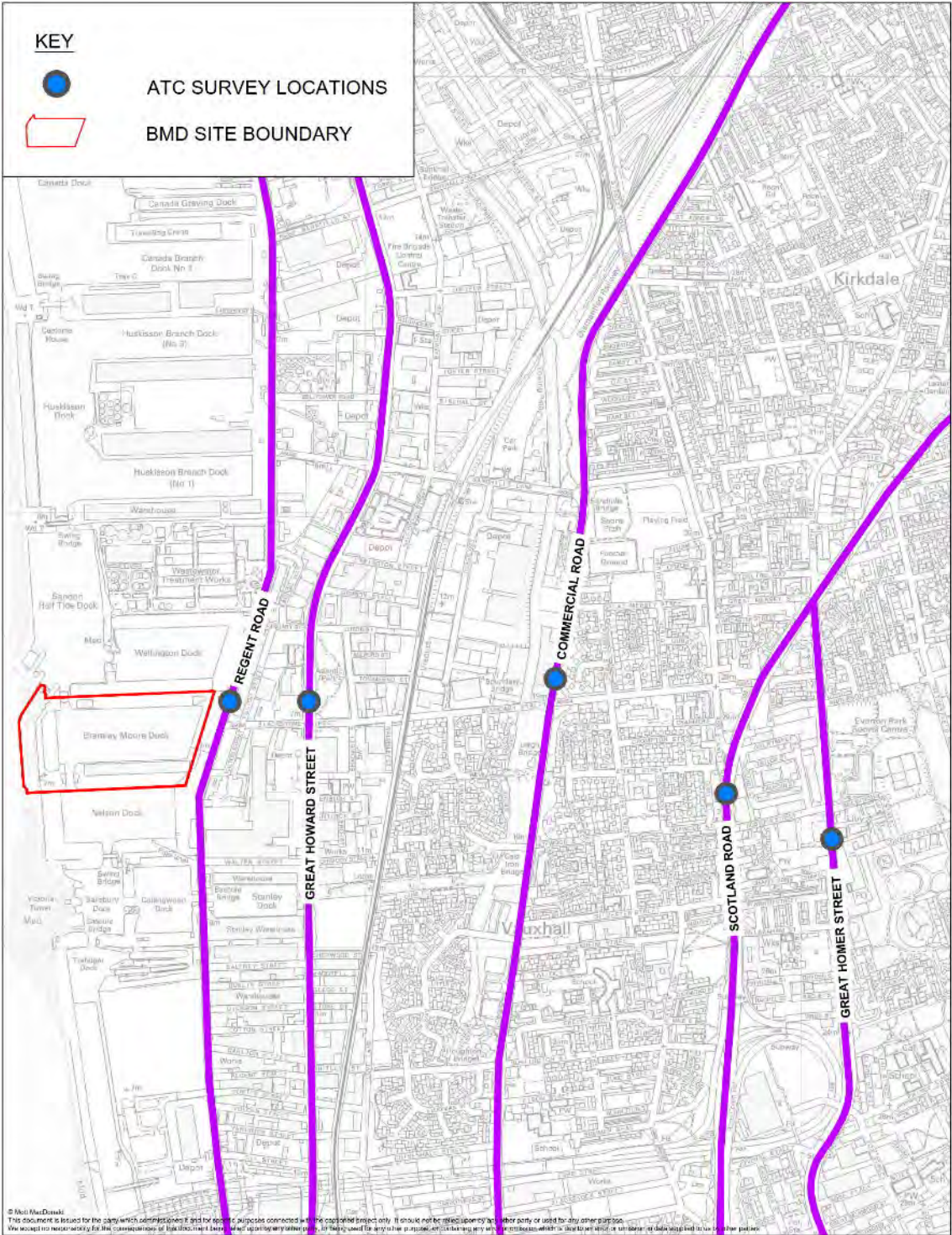
Goodison Park (capacity circa 39,500), Anfield Stadium (capacity circa 54,000) and other major sporting and cultural events with far higher attendances than football matches. For these events the mitigation employed is temporary in nature reflecting the temporary impact of the event and focusses on discouraging traffic from driving close to the stadium / event location. In this way any traffic impacts are dispersed over a wide geographical area.

- 14.2.29 In line with other recent successful stadium planning applications in the country, a qualitative approach is appropriate to demonstrate the potential impact of diverted traffic and match day traffic.
- 14.2.30 Analysis of the resilience of the road network to accommodate football matches and major events is therefore undertaken using traffic survey data for the main traffic routes surrounding the site. This includes both the routes to be temporarily closed on match days and the closest diversion routes. Traffic flows will be analysed for the duration of the closure periods to inform a qualitative review of the capability of alternative routes to accommodate diverted and match traffic.

Traffic flow analysis

- 14.2.31 Two-week traffic surveys for each of the road corridors below were commissioned. These took place between 20th June and 3rd July 2018 and 4th September to 17th September 2018. These corridors all run north-south adjacent to the Bramley-Moore Dock on its east side.
- Regent Road - Road to be under hard and soft closure in the pre- and post-match period;
 - (A565) Great Howard Street - Road open in the pre match period, under hard closure for a short period following final whistle.
 - (A5038) Commercial Road - Diversion route for traffic during time of road closure
 - (A59) Scotland Road - Diversion route for traffic during time of road closure
 - Great Homer Street - Diversion route for traffic during time of road closure
- 14.2.32 The locations at which surveys were undertaken on each of these routes are shown overleaf in Figure 79.
- 14.2.33 Traffic profile graphs for each of the routes have been derived and presented for the following scenarios:
- Average midweek traffic profile.
 - Average Saturday traffic profile.

Figure 79: Traffic Survey Locations



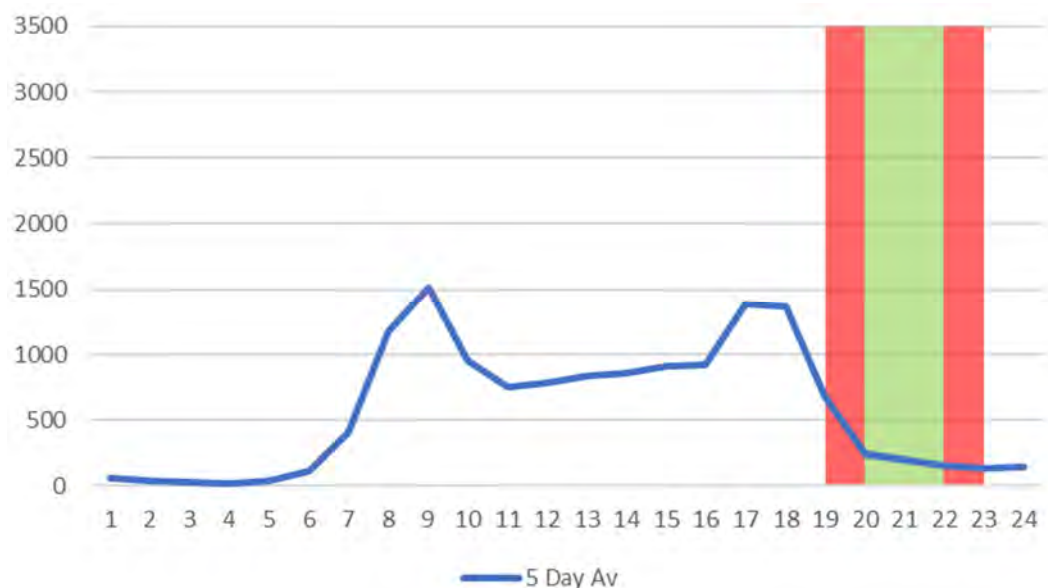
Source: Mott MacDonald

- 14.2.34 It should be noted that at time of survey some minor works were taking place on Regent Road and Great Howard Street in relation to the North Liverpool Key Corridor improvements. However, all routes remained open for the duration of the surveys. We consider that any disturbance to traffic flow this may have caused during the surveys is immaterial as the survey extent is comprehensive and will capture alternative routes that traffic may divert to. The general profile of traffic across all five routes would not have been impacted by the works.
- 14.2.35 The weekday and Saturday traffic profile graphs have all been overlaid with the typical match-day timings for a weekday evening kick off at 20:00 and Saturday afternoon Kick off at 15:00 and including 1-hour periods pre and post-match to provide an indication of when hard road closures will be in operation on Regent Road. It is during the 1-hour period pre kick off – during the match and 1 hour following final whistle that the traffic restrictions will have the most potential impact on account of hard closures being in place. In addition, for Saturday 20:00 has been highlighted for potential events commencing at that time. For weekdays it is assumed that events would largely follow broadly similar start and finish times to football (please see Section 12) in terms of traffic management.
- 14.2.36 It should be noted that following final whistle that Great Howard Street will be temporarily closed for a short period following match end / finish of event. The timings of the hard and soft closures as well as the detail on how traffic will be managed at these times is set out in Section 10.
- 14.2.37 A review of this graphical analysis is provided in the following section for each link and then comparatively assessed to also bring to light key conclusions focussing on the volume of traffic that would need to divert during hard road closure and the resilience of the road network to accommodate it.

Regent Road

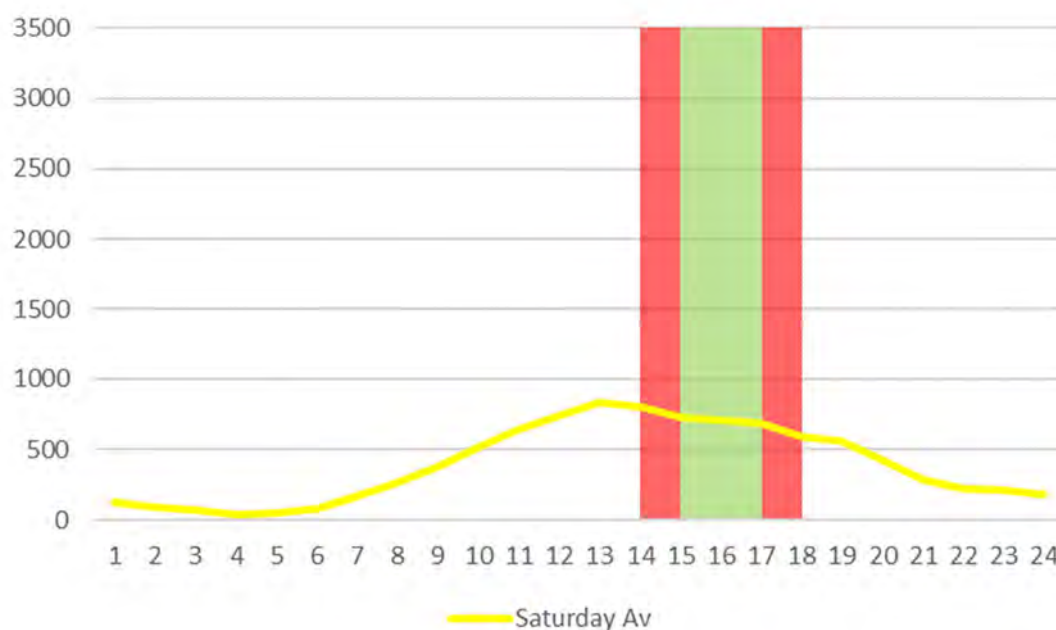
- 14.2.38 The average weekday and Saturday traffic profiles derived for Regent Road are shown below in Figure 80 and Figure 81 respectively.
- 14.2.39 Based on the survey data, during the weekday peak hour Regent Road accommodates around 1,500 vph (vehicles per hour). This falls to around 250 vph between 7pm and 8pm – the time when hard road closures would be installed and falls to 200 vph and below through the match period. For the hour after the match traffic flow is below 150 vph.
- 14.2.40 Based on the road closure times and the data in Figure 80 it is evident that the period of midweek road closure does not conflict with peak hour traffic. Closures would begin to be installed when traffic flow on Regent Road is falling sharply, for the majority of the time of the closure traffic flow on Regent Road would be at 250 vph or below.

Figure 80: Regent Road – Average Weekday Traffic Profile



Source: Mott MacDonald

Figure 81: Regent Road – Saturday Traffic Profile

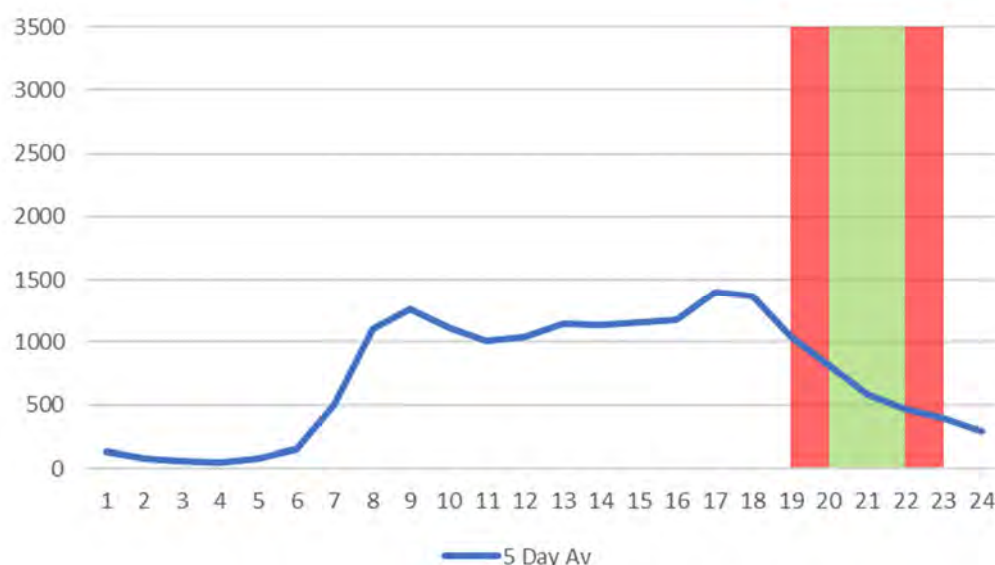


Source: Mott MacDonald

- 14.2.41 On Saturday the peak traffic flow is 850 vph, which takes place between 12pm and 1pm. This is considerably less than during the weekday peak hour of 1,500vph. For a Saturday fixture, hard closures would start at 2pm. Between 2pm and 3pm traffic flow is 750 vph. Traffic flow steadily drops through the match period to 600vph in the hour after final whistle.

- 14.2.41.1 For a Saturday evening event soft closures would start between 6pm and 7pm traffic flow is 600 vph falling 550 at the time of the commencement of hard closure. At the time of event finish (approximately 10pm) traffic levels have dropped to 200 vph.
- 14.2.42 The closure period largely takes place outside of peak times for both the weekday and Saturday kick off and event times. During both fixture times traffic flows gradually drop during the time of closure.
- Great Howard Street**
- 14.2.43 The midweek and Saturday profiles for Great Howard Street are shown below in Figure 82 and Figure 83 respectively.
- 14.2.44 The average weekday profile traffic peak occurs between 4pm and 5pm when two-way traffic flow is around 1,400. When hard road closure would be introduced on Regent Road between 7pm – 8pm traffic flow is 800 vph. By the time Great Howard Street is reduced to single lane running at half time to reduce traffic speeds traffic levels are around 600vph, steadily falling to around 400vph in the hour following final whistle around 10pm. It should be noted that Great Howard Street will be closed for a short period at this time from around 10pm onwards.
- 14.2.45 It should be noted that the hard and soft road closures will be signed well in advance of motorists approaching the site on Regent Road or Great Howard Street / Derby Road. Full details of the signage strategy are set out in Section 11.13.5.

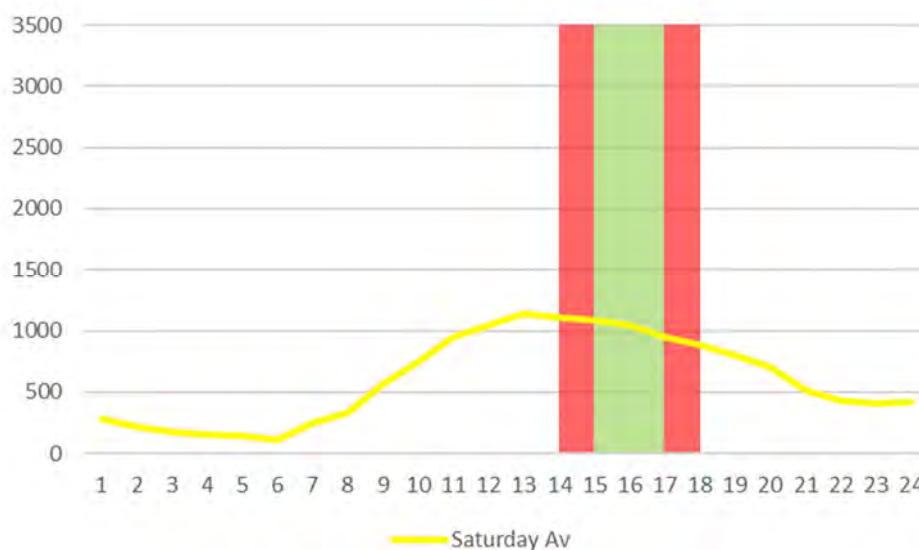
Figure 82: Great Howard Street – Average Weekday Traffic Profile



Source: Mott MacDonald

- 14.2.46 The Saturday peak on Great Howard Street occurs 12pm and 1pm at 1,150 vph. This is less than the weekday peak of 1,400 vph. Between 2pm and 3pm when hard road closures would be introduced on Regent Road, flow remains around 1,100 vph. At half time when single lane running would be implemented on Great Howard Street traffic flow is around 1,000vph. At the final whistle when a short closure will be implemented on Great Howard Street traffic flow is around 900 vph in this period.

Figure 83: Great Howard Street – Saturday Traffic Profile

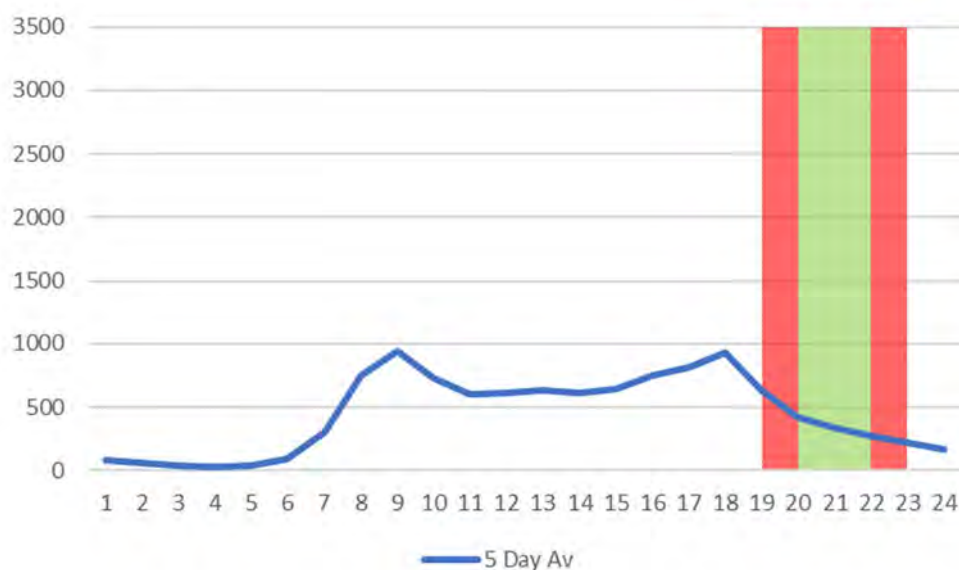


Source: Mott MacDonald

Commercial Road

- 14.2.47 The average weekday and Saturday profiles derived for Commercial Road are shown below in Figure 84 and Figure 85 respectively. The average weekday traffic profile for Commercial Road shows significantly lower traffic levels than for Great Howard Street or Regent Road. The weekday peak hour flow is 950 vph, significantly lower than the equivalent times for Great Howard Street and Regent Road. This flow drops to 400 vph between 7pm and 8pm when the hard road closures will be installed on Regent Road. Through the match time to final whistle traffic flow falls to 300 vph. For the hour following final whistle traffic flow is 200 vph.

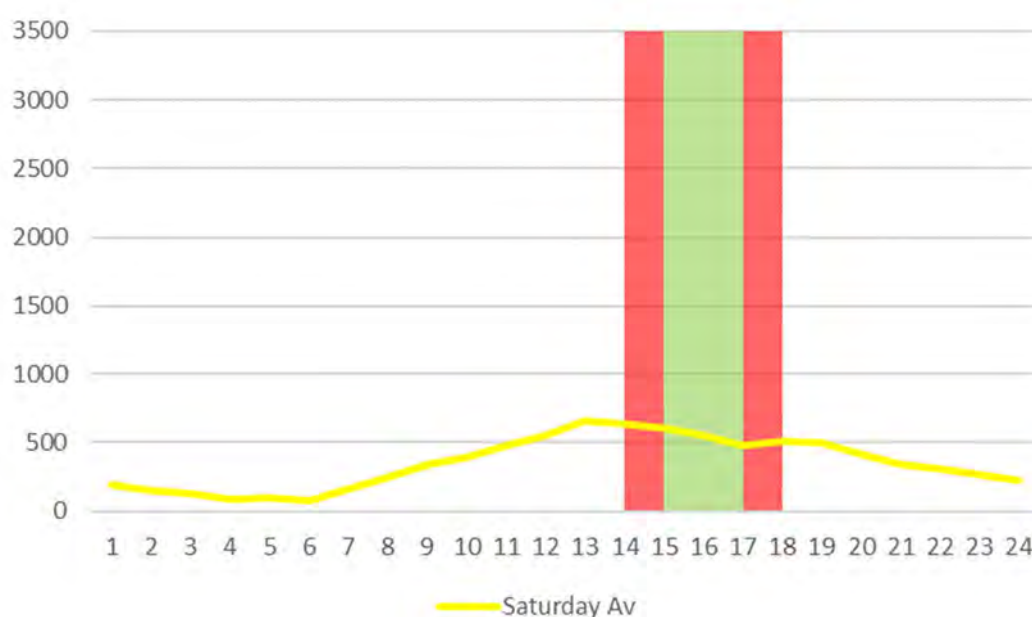
Figure 84: Commercial Road – Average Weekday Traffic Profile



Source: Mott MacDonald

- 14.2.48 Between 1pm and 2pm on Saturday peak traffic flow on Commercial Road is 650 vph. This is below the weekday peak traffic flow on this route where flows approach 950 vph. Between 2pm and 3pm when hard road closures will be implemented on Regent Road traffic flow is 600 vph. This steadily drops through match time to 550 vph. At final whistle when Great Howard Street would be temporarily closed traffic flow is 500 vph.
- 14.2.49 For evening events by 6pm when soft closures would commence traffic flow is 500 vph falling to 400 vph when the event would commence around 8pm. Around 10pm, the broad time around which we would expect the event to finish traffic flow is around 300 vph.

Figure 85: Commercial Road – Saturday Traffic Profile

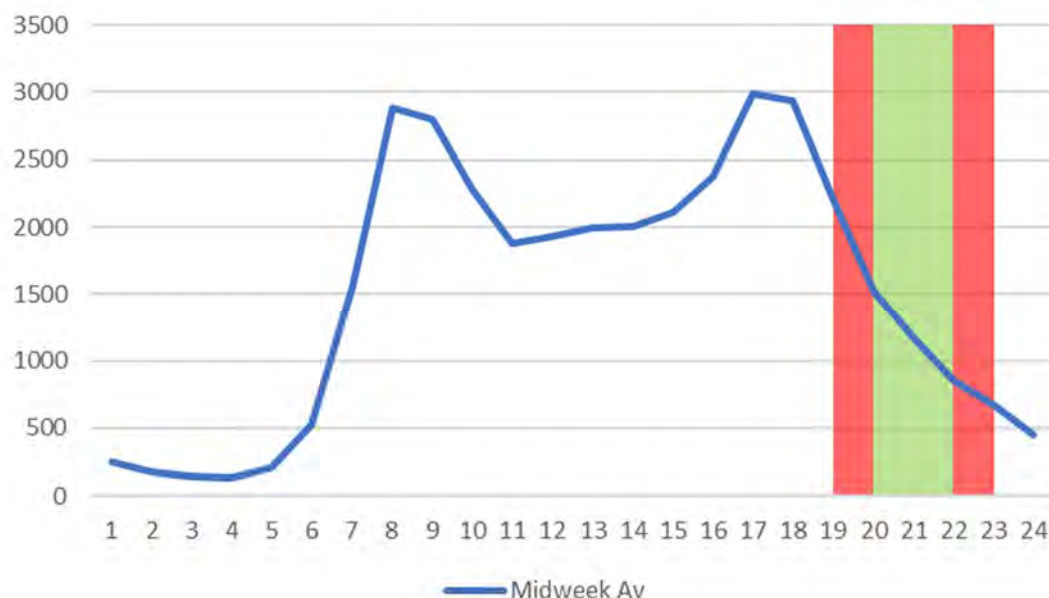


Source: Mott MacDonald

Scotland Road

- 14.2.50 The weekday and Saturday traffic profiles derived for Scotland Road are shown below in Figure 86 and Figure 87. Scotland Road, at point of survey has 3 lanes in each direction and is the highest capacity link surveyed. Accordingly, traffic flows here are consistently higher than any of the other links surveyed.
- 14.2.51 The evening peak hour occurs between 4pm and 5pm with flows of 3,000 vph. Between 7pm and 8pm when hard closures will be in place on Regent Road traffic flow is 1,500 vph. Through the match period traffic flow continues to drop. In the hour after final whistle traffic flow is 700 vph at which point Great Howard Street will be closed briefly.

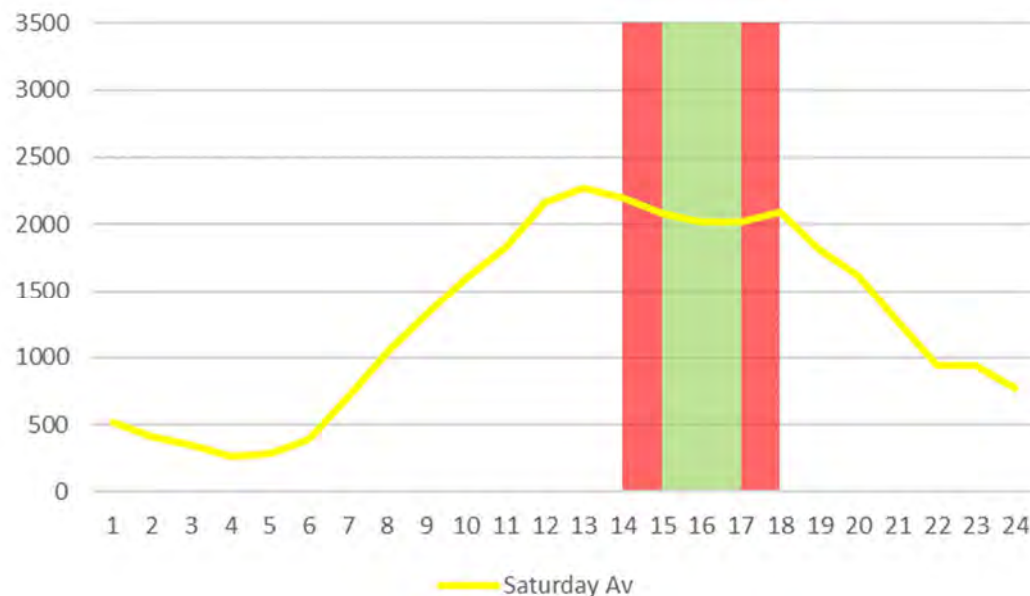
Figure 86: Scotland Road – Midweek Traffic Profile



Source: Mott MacDonald

- 14.2.52 Traffic flows on Saturday are generally lower than the average weekday. The Saturday peak does not exceed 2,250 veh/hr, peaking at 1pm. When hard road closures are installed on Regent Road between 2pm and 3pm traffic flow is 2,100 vph. This then steadily decreases through the match period. At final whistle, when a brief closure of Great Howard Street will be in place traffic flow is in the region of 2,000 vph.
- 14.2.53 For a Saturday evening event when soft closure would commence at 6pm traffic flow is 2,000 vph, this drops to 1,500 vph by the time the event would start around 8pm and drops further to 1,000 vph at event finish time.

Figure 87: Scotland Road – Saturday Traffic Profile

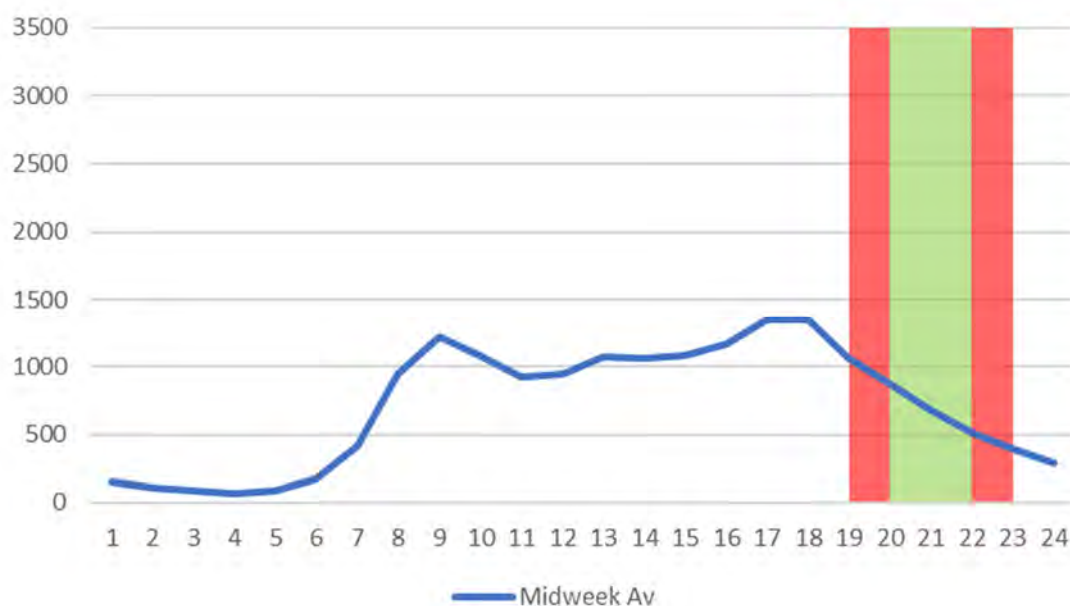


Source: Mott MacDonald

Great Homer Street

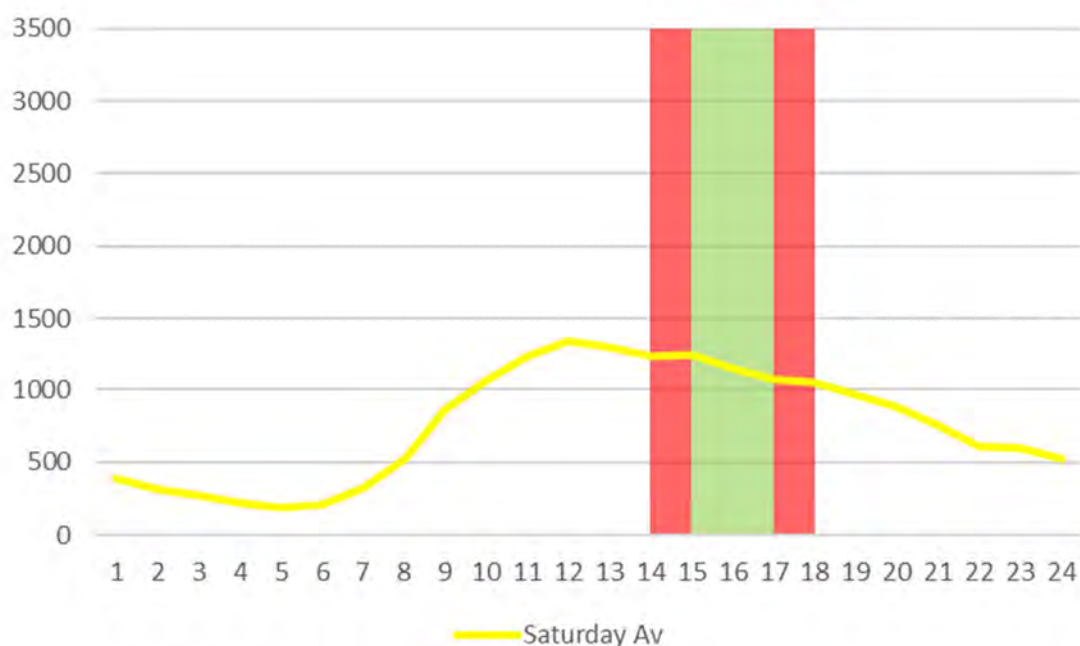
- 14.2.54 Great Homer Street is the furthest surveyed north-south link from Bramley-Moore Dock. The average weekday and Saturday traffic profiles are shown below in Figure 88 and Figure 89 respectively.
- 14.2.55 On a typical weekday, Great Homer Street traffic peaks do not exceed 1,350 vph. Prior to kick off and when hard closures would be installed on Regent Road between 2pm and 3pm traffic flow is 850vph. At final whistle between 10pm and 11pm when Great Howard Street would be closed for a brief period traffic flow is 400 vph.

Figure 88: Great Homer Street – Average Weekday Traffic Profile



Source: Mott MacDonald

Figure 89: Great Homer Street – Saturday Traffic Profile



Source: Mott MacDonald

- 14.2.56 The Saturday profile rises to the same traffic levels as the weekday flows, peaking at 1,350 vph between 11am and 12pm. Between 2pm and 3pm when hard closures are installed on Regent

Road traffic flow is 1,250 vph. In the hour following final whistle when Great Howard Street is temporarily closed traffic flow is 1,050 vph.

- 14.2.57 For an evening event traffic flow is around 1,050 at 6pm when soft closures would commence. By the time of event start this has fallen to 900 vph. By the time of event finish traffic has fallen to around 600 vph at 10pm.

Impact Assessment

- 14.2.58 During the weekday peak hour all 5 surveyed links carry a combined total of 8,200 vehicles per hour (vph): approximately consisting of the following hourly flows:

- Regent Road: 1,500
- Great Howard Street: 1,400
- Commercial Road: 950
- Scotland Road: 3,000
- Great Homer Street: 1,350

Impact of closure of Regent Road during the pre and during match period.

- 14.2.59 When hard road closure is introduced on Regent Road on weekdays after 7pm traffic flow on Regent Road is around 250 vph dropping to 200 vph at final whistle. During this period traffic from Regent Road would disperse to Great Howard Street, Regent Road, Commercial Road, Scotland Road and Great Homer Street. Combined traffic flow on these diversion routes is around 3,550 vph at the start of the hard closure and 2,850 at final whistle. During the weekday peak hour, the combined flow on these four routes is 6,700 vph. Therefore, during the Regent Road hard closure period pre and during the match, traffic flow on the diverted routes is between 3,350 and 1,800 lower than the weekday peak hour.
- 14.2.60 For the purpose of this high-level assessment it is assumed that the weekday peak hour flow is the limit of traffic flow over which it would not be desirable run over. The traffic surveys demonstrate that there is sufficient resilience within the network to accommodate the diverted traffic from Regent Road without exceeding weekday peak hour traffic flows.
- 14.2.61 For the Saturday afternoon fixture, when hard closure is implemented on Regent Road, traffic flow is around 750 vph dropping to 700 vph at final whistle. During this period traffic flow on the diversion routes (Great Howard Street, Regent Road, Commercial Road, Scotland Road and Great Homer Street) is around 5,050 at the start of the hard closure, dropping to 4,600 by final whistle. The combined flow on these routes on the weekday peak hour is 6,700 vph. Therefore, during the hard closure period traffic flow on the diverted routes is between 1,650 and 2,100 lower than the weekday peak hour. Taking this into account there is sufficient resilience in the road network to accommodate the diverted traffic.

Impact of simultaneous closure of Regent Road and Great Howard Street during the post-match period

- 14.2.62 For a short period following final whistle when hard closure is in place in Regent Road it will also be necessary to close Great Howard Street for a time to provide more space for pedestrians.
- 14.2.63 When simultaneous closure is in place on both Regent Road and Great Howard Street the combined hourly flow in the weekday fixture scenario on these routes is 550 vph in the hour following final whistle. The combined flow on the alternative routes- Commercial Road, Scotland Road and Great Homer Street is around 1,400 vph. During the weekday peak the combined flow on these alternative routes is 5,300 vph. Therefore, during the hard closure period traffic

flow on the diverted routes is 3,900 vph lower than the weekday peak hour. We consider therefore that there is sufficient resilience in the network to accommodate the diverted traffic.

- 14.2.64 For the Saturday afternoon fixture, the combined traffic flow on Regent Road and Great Howard street at time of post-match closure is 1,500 vph. The combined flow on the alternative routes is 3,500 vph, this is some 1,800 vph lower than the weekday peak hour. We consider therefore that there is sufficient resilience in the network to accommodate the diverted traffic.

Conclusions

- 14.2.65 Overall, it is concluded that there is sufficient network resilience during pre- and post-match & event periods to accommodate diverted and match traffic. It should be noted that the high-level methodology used above to demonstrate this takes no account of traffic taking other wider alternative North – South routes such as Netherfield Road, A5050 St Domingo Road, A5089 Oakfield Road or A5058 Queens Drive. Furthermore, it is noted that the methodology takes no account of modal shift and re-timing of journeys that will take place on account of the closures. Therefore, we consider the parameters used are robust.
- 14.2.66 Taking account of the likely frequency and timing of the temporary road closures, and the analysis of resilience on alternative routes presented in this section, the impact of the development on the operation of the transport network would not be severe (the threshold identified in NPPF paragraph 109). The assessment methodology employed here is appropriate to the frequency and timings of football matches and major events at BMD.
- 14.2.67 It should be noted that over the past 10 years road closures on Regent Road and Great Howard Street / Derby Road have been a frequent occurrence. In 2010, Regent Road was closed for 27 months on account of repairs needed to the bascule bridge at Walter Street. In 2017, Great Howard Street was closed for 13 months to replace a railway bridge near Oil Street.
- 14.2.68 Presently (Summer 2020), Regent Road highway works- as part of the Liverpool North Key Corridor scheme are nearing completion. These works are detailed in Section 4.4. However, some east west connections such as Blackstone Street and others are subject to closure to complete the works. As part of the same scheme A565 Derby Road is currently reduced to single lane running in the vicinity of Millers Bridge. The works for Liverpool North Key Corridor began in Spring 2017 and are scheduled to complete later in 2020. The works have required the partial or complete closure of Regent Road, Great Howard Street and Derby Road over the construction period. During these periods of road closures, alternative routes have been used by motorists, therefore the use of alternative routes by local traffic to Regent Road Derby Road and Great Howard Street is well established.
- 14.2.69
- 14.2.70 Following the approval of planning permission, a signage strategy will be developed in partnership with Liverpool City Council and Sefton Council to ensure that motorists are given suitable advanced warnings of any match day traffic restrictions ahead. These advanced warnings would likely take the form of VMS signs. Details of these are set out in Section 10.13. Furthermore, it will be important, especially in the early days of stadium opening that an information strategy is developed so that the general public are made aware of the road closures that will take place on match and event days. More detail on this is included in Section 11.16.

14.3 Construction Impact

- 14.3.1 Subject to the grant of full planning permission in late 2020/early 2021, it is currently anticipated that construction will take place for an approximate three-year period finishing in 2023. Prior to commencement of construction, a construction management plan will be agreed with Liverpool City Council. The management plan will outline the approach to be taken for managing construction works to ensure that possible impacts that may arise will be appropriately identified, managed and minimised.

Draft Construction Management Plan

- 14.3.2 Advice on the likely construction methodology required to build the new stadium has been sought by Everton from prospective contractors. A draft construction management plan has been prepared by the Club and a well-established contractor which addresses how construction impact could be mitigated across the entire build process. The construction process will be complex: following site clearance the process of clearing and filling in Bramley-Moore Dock will commence. Once this major operation is completed, stadium construction would commence, and when largely complete landscaping works would begin. The entire process is expected to last for around 3 years. Details of the construction management plan and proposed mitigation measures to reduce transport impact is set out in Section 5.9.
- 14.3.3 As part of the draft construction management plan a range of measures are proposed to mitigate any potential traffic impact. No staff car parking will be allowed within the site, nor on streets surrounding the site. Staff will be encouraged to use sustainable modes of travel. Those choosing to drive will have to park remotely from the site. The prospective contractor states that a shuttle bus service would be provided to transfer staff from remote car parks.

Traffic Impact

- 14.3.4 Taking into account the strategy to reduce construction staff traffic in the vicinity of the site, the main impact of the development during construction will be that of HGV traffic. The prospective contractor has estimated that average daily movements will peak at 96 HGV movements per day. This would last for around 24 weeks and would take place around two years into the construction project. In the first-year movements would average 41 to 51 movements per day, 53 to 95 movements in the second year and 96 to 43 in the third year.
- 14.3.5 As set out in Section 5.9 - in the immediate vicinity of the site it is expected that most HGV traffic would originate from the motorway network via Dunnings Bridge Road to the A565. As HGVs approach the site, they would then use either Bankfield Street, Sandhills Lane or Boundary Street to access the construction site from Regent Road.
- 14.3.6 In terms of the impact of this volume of traffic on the road network it is considered that there will not be a material impact. As part of the construction management plan the contractor will strive to ensure that deliveries and removals from the site will be undertaken outside of network peak hours. Notwithstanding this the level of traffic that the development will generate in the construction phase of 96 vehicles per day is well below the peak hour traffic generation of the site set out in Section 13 of 227 movements in the morning peak hour and 133 in the evening peak hour when a conference is being held. Accordingly, construction traffic is expected to be significantly lower in volume than operational traffic.

14.4 Impact on Highway England network

14.4.1 Highways England is the government-owned company charged with operating, maintaining and improving England's motorways and major A roads. The closest parts of the Highways England network to the new stadium are (all distances measured via shortest driving route):

- A5036 Princess Way: 5.1km to the north;
- M53 Junction 1: 9.5km to the west;
- M62 Junction: 9km to the east;

14.4.2 It is considered highly unlikely that the development would have a material impact on the operation of the Highway England network given:

- The significant distance that the stadium is to the Highways England network;
- The sustainable modal targets set in the transport strategy;
- The geographic spread of the Everton fan base;
- A favourable comparison between all of the above and current day impacts from Goodison Park;

14.4.3 This section provides the necessary evidence to support these assertions. It should be noted that Highways England has formally responded to the planning application responding that they offer no objection to the planning application submitted in December 2019.

Existing traffic generated at Goodison Park

14.4.4 It is important to note that Goodison Park currently generates significant traffic demand on match days, the supporter travel survey revealed that for weekday games around 67% of supporters travel by car, and 59% on weekends. Based on the stated typical occupancy of vehicles from the travel survey and assuming a similar behaviour for away supporters this would result in 26,300 people travelling in 11,000 cars on weekdays and 23,000 people in 8,900 cars on a weekend.

14.4.5 The figures above do not include supporters who drive to train stations before catching a train to the match. However, this is considered immaterial to this part of the assessment. It is highly unlikely that a substantial proportion of supporters who travel by train use the Strategic Highways England network to drive to a local train station.

14.4.6 It should be noted that no issues have been reported in scoping with Highways England on the operation of the Strategic Road Network during Everton matches at Goodison Park. Furthermore, Anfield Stadium has a capacity of approximately 54,000 supporters and generates significant traffic demand on match days without Highways England reporting any significant operational issues on their network. Therefore, it is evident that the Strategic Road Network can accommodate transport demand for both a 38,900-capacity stadium and a 54,000-capacity stadium in North Liverpool on a regular basis.

Modal target for traffic to be generated at Bramley-Moore Dock

14.4.7 As set out in some detail in the previous sections, part of the transport strategy for the proposed stadium is to provide a range of travel options to supporters and to encourage where possible sustainable modes of travel. Free of charge on street parking will be a lot scarcer within a reasonable walking distance to the stadium than is currently the case at Goodison Park. This is on account of the geographical location of the new stadium, the parking restrictions that will be in place and the sustainable transport that will be on offer.

- 14.4.8 As set out in Section 10.5 the target mode split for match days at the new stadium is 31% by car on weekdays and 24% on weekends. Based on the capacity of the stadium of 52,888 this represents 16,400 people by car on weekdays and 12,700 on weekends. This is fewer people than currently travel to Goodison Park by car despite the larger stadium capacity of BMD. Notwithstanding this the following analysis is based upon an absolute worst-case scenario where the modal targets for BMD are not met and the modal split for Goodison park in terms of cars is the modal split for BMD.

Geographic distribution of Everton supporters

- 14.4.9 In Section 8.5 the geographic distribution of Everton season ticket holders and those on the season ticket waiting list was analysed.
- 14.4.10 Considering the general distribution set out in that section, the proportion of these supporters that could use the parts of the Highways England Network described in Section 12.2.1 for journeys to/from Bramley-Moore Dock are as follows:
- A5036- 13% of supporters live in South Sefton, Bootle, Southport, Crosby, Litherland, Maghull, Ormskirk and Southport. A proportion of these supporters could potentially use the A5036.
 - M53- 18% of supporters live in Wirral, Chester & North Wales, a proportion of these supporters who drive could use the M53.
 - M62- 8% of supporters live in Warrington, Wigan and St Helens. A proportion of these supporters could use the M62.
- 14.4.11 For each of the areas above a worst-case assessment of potential traffic increase is provided using data from supporter travel at Goodison Park. This is considered a worst case as the assessment takes no account of the match day transport strategy or the model targets set within this. The assessment assumes that the model split for Goodison Park remains the same for the new stadium at Bramley-Moore Dock.
- 14.4.12 Furthermore, only a proportion of the supporters who reside in the areas above, would travel directly to the stadium via the routes outlined above. There are multiple route choices available to supporters living to the north of the stadium without having to travel on A5036 such as A59 and A5038.
- 14.4.13 Similarly, it is not expected that 100% of supporters from Wirral would travel to the new stadium via the M53. For those residing in Birkenhead and Bromborough the A41 is just as much a viable route. Further afield from North Wales and Chester the Mersey Gateway Bridge provides a convenient route over the Mersey towards the stadium.
- 14.4.14 By the same token from the east, rather than the M62 junction 4 some traffic may route northwards to the M57. Also, for residents in Wigan and St Helens the A580 East Lancashire Road or M58 could be used.
- 14.4.15 This assessment therefore provides only an indication of the worst-case traffic increase from the areas in question.

A5036 Princess Way

- 14.4.16 As noted above, approximately 13% of season ticket holders and those on the waiting list reside in the following areas:
- Sefton.
 - Bootle.

- Southport.
- Crosby.
- Litherland.
- Maghull.
- Ormskirk.
- Burscough.

- 14.4.17 It is possible a proportion of these would use the A5036 to drive to the new stadium. The supporter travel survey revealed that around 57% of the supporters currently residing in these area travel by car to Goodison Park on weekends and 53% on weekdays. Extrapolating this figure to the existing capacity of Goodison Park (39,800) this means there are around 2,900 supporters travelling from these areas by car on weekend match days and 2,750 on weekdays.
- 14.4.18 Factoring these figures to the new stadium capacity of 52,888 this means there could be an increase on match days of 950 supporters on weekends and 900 on weekdays from these areas who will drive to the new stadium. Based on the car occupancy data available from the supporter survey this equates to worst case of around 370 additional vehicles on the network on weekends and 375 on weekdays.
- 14.4.19 It should be noted that the Annual Average Daily Traffic (AADT) on the A5036 route numbers some 22,800 vehicles (2018 statistic from Department for Transport). Given that the majority of match day traffic would travel on the network during off peak periods, and over an extended period of time it is not considered that this traffic would have a material impact on the Highways England network. Furthermore, it should be noted that not all new traffic from these areas would use the A5036.

M53

- 14.4.20 As set out above around 18% of season ticket holders live in the Wirral, Chester and North Wales. The supporter travel survey revealed that around 63% of the supporters currently residing in these areas travel by car to Goodison Park on weekends and 74% on weekdays. Based on the capacity of Goodison Park (39,800) this represents around 4,500 supporters travelling this way on weekdays and 5,250 on weekends.
- 14.4.21 Factoring these figures to the new stadium capacity of 52,888 this means there could be an increase on match days as a worst case of 1,500 supporters on weekends from these areas and 1,750 on weekdays who will drive to the new stadium. Based on the car occupancy data we have from the supporter survey (and assuming only 50% of Wirral based drivers and 75% of North Wales and Chester drivers use the M53) this equates to around 370 additional vehicles on the M53 network on weekends and 420 on weekdays.
- 14.4.22 Given that the majority of this traffic would travel on the network during off peak periods and over an extended period of time it is not considered that this traffic would have a material impact on the Highways England Network. It should be noted that average daily traffic on the M53 is 76,700 vehicles per day (AADT 2018 data Department for Transport). Accordingly, it is highly unlikely traffic increase from these areas would have a material impact.

M62

- 14.4.23 As set out above around 8% of season ticket holders live in Warrington, Wigan and St Helens. The supporter travel survey revealed that around 79% of the supporters currently residing in these area travel by car to Goodison Park on weekends and 89% on weekdays. Based on the

capacity of Goodison Park (39,800) this represents around 2,400 supporters travelling this way on weekdays and 2,550 on weekends.

- 14.4.24 Factoring these figures to the new stadium capacity of 52,888 this means there could be an increase on match days as a worst case of 790 supporters driving on weekends from these areas and 840 on weekdays. Based on the car occupancy data we have from the supporter survey this equates to around 300 additional vehicles on the network on weekends and 840 on weekdays.
- 14.4.25 Given that the majority of this traffic would travel on the network during off peak periods and over an extended period of time it is not considered that this traffic would have a material impact on the Highways England Network. It should be noted that average daily traffic on the M62 is 74,700 vehicles per day west of junction 6 (AADT 2018 data Department for Transport). Accordingly, it is highly unlikely traffic increase from these areas would have a material impact.

Non-Match day Uses

- 14.4.26 In Section 13 the traffic generation of the development for non-match days is set out in some detail. The development would generate on a typical non-match day approximately 47 vehicle trips in the weekday morning peak and 96 in the weekday evening. As a worst case, with a conference taking place at the site a traffic generation of 227 vehicle trips in the morning peak and 133 in the evening peak would be expected.
- 14.4.27 As set out earlier in this section, the closest point of Highways England road network is located 5.1 km away with the next closest some 9 km away. Given this distance we would expect that this level of traffic generation would have dispersed so that any traffic increase resulting from the development would not be perceptible in terms of network operation.

14.5 Impact on Mersey road tunnels

- 14.5.1 The Mersey road tunnels provide tolled routes under the Mersey between Liverpool and Wirral. The Queensway Tunnel links Birkenhead and the A41 with Liverpool City centre via a four-lane tube. The lanes are of substandard width and this is reflected in a ban on HGVs to use this route.
- 14.5.2 The Kingsway Tunnel is the more modern of the two routes, the tunnel links Wallasey and the M53 to A59 Scotland Road just north of Liverpool city centre via two tubes each provided with two full width lanes.
- 14.5.3 Both tunnels are owned and managed by Merseytravel, with all toll booths located on the Wirral side of the river. Motorists pay to use the tunnel at the toll booths or via a pre-paid fast tag which is activated at the toll booths.

Baseline Traffic

- 14.5.4 The Kingsway Tunnel accommodates on average 42,800 vehicles per day (AADT 2018 data Department for Transport). The Queensway Tunnel accommodates 36,800 vehicles daily (AADT 2018 data Department for Transport). In total, both tunnels accommodate some 79,600 vehicles daily.

Bramley-Moore Dock match day traffic

- 14.5.5 It should be noted that no issues have been reported in scoping with Merseytravel on the operation of the tunnels during Everton matches at Goodison Park. Furthermore, Anfield Stadium has a capacity of circa 54,000 supporters and generates significant demand from

Wirral, Cheshire and North Wales on match days without Merseytravel reporting any significant operational issues through the tunnels. Therefore, it is evident that the tunnels can accommodate transport demand for both a 38,900-capacity stadium and a 54,000-capacity stadium on the Liverpool side of the Mersey tunnels in North Liverpool on a regular basis.

Potential traffic generation of the new stadium on match day through Mersey Tunnels

- 14.5.6 As set out in this section previously, around 18% of supporters currently reside in Wirral, Chester and North Wales. The proportion of this total that currently drive to Goodison Park is 63% on weekends and 74% on weekdays.
- 14.5.7 Based on a worst case in which the target mode split for the new stadium is not met and supporters travel to it in the same way proportionally as they do for Goodison Park this would lead to an increase in demand for cross river travel through the road tunnels of around 570 additional vehicles on the network on weekends and 720 on weekdays.
- 14.5.8 This increase is based on the additional capacity a 52,888 stadium would generate compared to 39,800 at Goodison Park. It should be noted that this assessment has made no allowance for supporters that would use the Mersey Gateway Bridge rather than the Mersey Road Tunnels. For the purpose of this robust assessment it is assumed all Wirral, North Wales and Cheshire traffic will use the Mersey Tunnels
- 14.5.9 The increase in demand for cross river travel through the tunnels would take place over an extended period of time. Given that the tunnels handle around 79,600 vehicles on a daily basis we would not expect this level of traffic increase to have a material impact on their operation. The level of daily increase on a weekday represents just 0.9% of typical daily traffic flow.

14.6 Need for new rail station

- 14.6.1 From discussions with stakeholders, it has been suggested that there may be potential for the proposed stadium and wider Liverpool Waters area to be served by a new rail station. It should be noted that the concept or the requirement for a new station has not been suggested as necessary by Merseytravel as part of the Liverpool City Region Combined Authority, Merseyrail Electrics nor transport officers at Liverpool City Council. The potential for a new station has however been reported in the media and was raised as a consideration through public consultation.
- 14.6.2 This section provides the rationale for why a new train station would not be required to serve the stadium development. Although no specific location of the station has been stipulated by stakeholders, a logical location could be on the Northern Line between the existing Sandhills and Moorfields stations.
- 14.6.3 It should be noted that subject to the location of the potential station, it is unknown if this station would be located at such a distance to make rail travel to the stadium more attractive than it is at present from Sandhills. Presently, Sandhills is located within an entirely reasonable walking distance and a new station is unlikely to generate significant modal shift towards the train. Indeed, it can be argued that a station any closer to the stadium would present more significant challenges in crowd management.
- 14.6.4 As set out previously in Section 8.3 a 'typical' season for Everton would constitute 23-28 home first team fixtures per season. Assuming a maximum of 4 non-football events at the stadium per annum, a new station in the area would only be used to support the stadium use for a maximum of 32 days a year. The remaining 333 days the station would be underused given the low levels of rail demand in the area, and the close proximity of Sandhills station. Certainly, when there is

no event or match on at the stadium Sandhills is perfectly adequate to service the non-match – non-event stadium uses.

- 14.6.5 Following planning submission in 2019 and discussion with Merseytravel and Liverpool City Council it considered that a new train station is not required to make the proposed stadium acceptable in planning terms.

Planning requirements for Liverpool Waters & the non-match day scenario

- 14.6.6 Planning consent for Liverpool Waters (the development site within which the proposed new stadium sits) was granted by Liverpool City Council in 2012 (LPA ref. 10O/2424 – latest approved non-material amendment is ref. 19NM/1121) without the requirement for a new train station to serve it. The quantum of development permitted was 1,690,000m² of mixed-use development including some 9,000 dwellings and 310,000m² of office space (figures rounded).
- 14.6.7 It should be noted that the transport strategy for Liverpool Waters in terms of public transport was for the site to be supported by buses running between Liverpool City Centre and Sandhills. No changes to the existing format of Sandhills were envisaged and the development in terms of rail would be serviced using existing rail infrastructure.
- 14.6.8 The quantum of development proposed on the site of the proposed stadium and Nelson Dock (known as the Northern Docks Neighbourhood) as part of Liverpool Waters consisted of the following:
- C3 Dwellings- 219,500m².
 - A1 Retail- 5,000m².
 - A2 Professional services- 300m².
 - A3 + A4 Food & drink- 3,400m².
 - B1 Business 1,800m²
 - D1 & D2 Health Centre, Assembly & Leisure- 7,600m².
 - Sui Generis - 1,000m².
- 14.6.9 This quantum of development would generate significant demand for public transport, likely to be higher than that of the proposed stadium on non-match, non-major event days. Therefore, it is considered that for the proposed stadium there is no case that the development would warrant a new rail station to service it to make the development acceptable in transport planning terms.

Timetabling and capacity Issues

- 14.6.10 In pre-application discussions with Merseytravel and Merseyrail Electrics the concept of a new station between Sandhills and Moorfields was not supported as being necessary to support the proposed stadium. A contributing factor to this is that the stretch of railway line between Moorfields and Sandhills is one of the busiest on the entire Merseyrail network and therefore there is insufficient capacity on the line to insert a new station at this location which would add journey time to Merseyrail journeys and make current timetables inoperable. Given the background low level of residual and potential rail demand in the area the impact on journey times cannot be justified.
- 14.6.11 It is also noted that a new station to serve the new stadium would likely be located very close to Sandhills station and thereby not necessarily generate much new patronage on non-match days beyond that already captured by passengers from Sandhills.

- 14.6.12 For these reasons the concept of a new station is not supported by Merseytravel to support the new stadium and make it acceptable in planning terms. Notwithstanding this, in the longer term, with the wider regeneration of the area beyond the stadium and Liverpool Waters, incorporating Ten Streets the feasibility assessment for a new station could be revisited should there be a sufficient critical mass of demand emerging in the area to justify the investment required and the impact on the existing rail services.

14.7 Need for new stadium ferry terminal

- 14.7.1 From engagement with stakeholders there have been suggestions for a new ferry terminal on the River Mersey to serve the development. This idea has some merit in the long term once the wider Liverpool Waters Enterprise Zone has been largely built out and there is a critical mass of attractor destinations in this part of the city to justify such an investment. However, at this stage it is considered that there is no requirement for such infrastructure to serve the Bramley-Moore Dock stadium in isolation.
- 14.7.2 Firstly, it should be noted that the sea wall forming the boundary between the proposed stadium site and the River Mersey is not owned or under the control of the Club. As this land is in third party ownership it would not be possible for the Club to deliver even if such a facility was feasible in operational terms.
- 14.7.3 Notwithstanding this a new terminal and the additional ferry services that would serve it would be unsustainable in terms of the limited demand generated by the stadium in isolation. This is due to the occurrence of match days at a rate of 1 per 1.6 weeks on average during the football season only (football fixtures at the new stadium will fluctuate between 23 and 28 games per season). Furthermore, the non-match and non-event uses at the stadium during the working week are likely to generate insufficient transport demand to support a new ferry service. The high cost of this infrastructure investment and the likely requirement for additional new ferry vehicles would make this prohibitively expensive for very limited return.
- 14.7.4 A more likely solution is that trips bound for or departing from Bramley-Moore Dock use existing ferry services via the Pier Head terminal in the city centre, travelling between the city centre and Bramley-Moore Dock in the same manner as those accessing via rail or bus services. Notwithstanding this, as explored in Section 4.8 the level of service currently provided by Mersey Ferries means that travelling to Liverpool city centre by ferry is possible for weekday evening and weekend matches. However, there is no service available to take supporters back to Wirral after these matches have finished on account of the limited service timetable.
- 14.7.5 For these reasons, unless the current level of ferry service is extended (which Merseytravel has informed us is not planned) ferries are considered unlikely to attract a significant number of users. The primary users are envisaged to be those living within walking distance of the ferry terminals in Wirral at Woodside and Seacombe. Bus, rail and road travel to Liverpool for onward travel to Bramley-Moore Dock are much more convenient modes which will offer the potential for a two-way journey, something which the current ferry service cannot provide.
- 14.7.6 Ferry patronage from wider areas is not forecast as Woodside has no major parking facility nearby and is difficult to access from the Strategic Road Network. Whilst Seacombe is served by a large parking facility, it is also more difficult to access from further south in Wirral or from Cheshire and North Wales, with users having to drive past the Kingsway Tunnel entrance at the end of the M53.

14.8 Impact in Sefton

- 14.8.1 Sefton forms an important part of the match day transport strategy for the stadium, with Bootle serving as a transport hub. From engagement with Sefton Council, it is evident that this would be supported by the Local Authority. The added footfall from Everton matches in the area could provide wider economic benefits.
- 14.8.2 In this section an overview of the potential impact of the stadium on Sefton on match days and non-match days is provided. Following planning submission in December 2019 further consultation has taken place with Sefton Council. The main outcome of that consultation was the identification of a need for a strategy to be put in place to provide supporters with information on the proposed shuttle services from Bootle. Details such as where to park and the best routes to drive to Bootle would be passed on to supporters. In this way any impact in terms of increased traffic in the Bootle area on account of supporters catching shuttle services may be mitigated. This strategy is included in later in this section. Furthermore, Sefton Council requested that they can become a member of the Transport Working Group, which is accepted, Sefton Council will be invited to participate in all future meetings.

Match Day Scenario

Bootle shuttle buses and parking

- 14.8.3 The Bootle shuttle bus between the stadium and Bootle bus station will attract supporters from the Bootle area but also more importantly from areas further afield. A proportion of these users will travel by car. Consultation with bus operators reveals that they consider this service would run on a commercial basis. Sefton Council has provided information on parking stock within Bootle town centre.
- 14.8.4 Sefton Council has estimated that there are currently around 1,600 publicly available car parking spaces within the town centre (Bootle Town Centre Access and Connectivity Study). Information provided demonstrates that on weekdays and weekends these parking spaces are not used to their full capacity, with many of the car parks in the town centre operating at 50% of their capacity at time of peak car park occupancy.
- 14.8.5 The study reveals that town centre car parks are at their busiest on weekdays during the daytime as the majority of the car parks are used by commuters. Weekend use is dramatically lower in terms of usage as is weekday evening usage where car parks operate at around half the level of weekday daytime.
- 14.8.6 The study demonstrated that during weekday daytime 1,300 cars were observed parked within the town centre during the daytime. This reduced to 600 on weekday evenings and 550 on weekends.
- 14.8.7 Therefore, there would be approximately 1,000 publicly available car parking spaces available within Bootle town centre on weekday evenings and 1,050 on weekends. These spaces could accommodate supporters who may choose to drive to Bootle to then use a shuttle bus service to travel to Bramley-Moore Dock. As set out in Section 10.2 it is estimated the capacity of shuttle services to Bootle will be in the region of 1,600 supporters. Taking into account the typical matchday car occupancy this would result in a demand for 590 – 615 car parking spaces. We consider this a worst case as it is unlikely that all shuttle bus passengers would have driven to Bootle. Many will have walked or taken public transport to catch the shuttle service.
- 14.8.8 It should be noted that the car park capacity figure above does not include provision for on street parking or private car parks which may become available for parking on match days. It

has been estimated by Sefton Council that there are approximately 4,000 spaces in private car parks within the town centre.

- 14.8.9 Considering the level of likely car park availability on match days it is not expected that the proposed development would have a severe impact on parking availability within Bootle town centre. The existing parking stock appears to be underutilised and there is an opportunity for expansion to operating hours of privately-operated car parks.

Match Day Traffic Restrictions

- 14.8.10 As set out in Section 11.4 the traffic restrictions in terms of soft road closure will be in place around 2 hours before kick-off and hard road closures in place around one hour before. The closures will continue to be in place through the match period and following the final whistle until crowds have dispersed sufficiently.
- 14.8.11 It can be confirmed that none of the proposed closures or restrictions are located within Sefton. The closest point of soft closure will start at the junction of Regent Road and Bankfield Street, located around 600m away from the boundary between Sefton and Liverpool at Dacre Street.
- 14.8.12 It should be noted that over the past 10 years, frequent roadworks on Regent Road and the A565 have meant that either of the routes has been closed for long periods to traffic. In 2010, Regent Road was closed for 27 months on account of repairs needed to the bascule bridge at Walter Street. In 2017, Great Howard Street was closed for 13 months to replace a railway bridge near Oil Street.
- 14.8.13 Presently (Summer 2020), Regent Road is currently closed at Boundary Street as part of the Liverpool North Key Corridor scheme which is detailed in Section 4.4. As part of the works the A565 Derby Road is currently reduced to single lane running in the vicinity of Millers Bridge. The works began in Spring 2017 and are scheduled to complete in 2020. During these periods of road closures, alternative routes have been used by motorists.
- 14.8.14 The traffic data analysed in Section 14.2 shows that the match day road closures and restrictions will operate outside of the peak hours on the local highway network. The traffic flow analysis demonstrates that during the pre-match closure there is ample capacity available on the A565 Great Howard Street/Derby Road, Vauxhall Road/Commercial Road, A59 Scotland Road and Great Homer Street to accommodate diverted north-south trips in the area.
- 14.8.15 In the post-match period with the soft closures in place and the A565 Great Howard Street/Derby Road restricted to one lane in each direction, there remains sufficient capacity on alternative routes to accommodate diverted traffic. Indeed, at the time of the closure of Great Howard Street and Derby Road for a period following final whistle to accommodate pedestrian demand there is sufficient capacity on alternative routes to accommodate diverted traffic.
- 14.8.16 Following the approval of planning permission, a signage strategy will be developed in partnership with Liverpool City Council and Sefton Council to ensure that motorists are given suitable advanced warnings of any match day traffic restrictions ahead.
- 14.8.17 These advanced warnings would likely take the form of VMS signs. Details of these are set out in Section 11.13.5.

Match Day Travel information

- 14.8.18 Although we have demonstrated that there is sufficient parking to accommodate the likely level of demand generated for parking in Bootle, and that traffic restrictions on match days should not have a severe impact on the Sefton Road network it will be important that supporters suitably

informed of the travel choices available to them on match days so that impact in Sefton is reduced as far as practical.

- 14.8.19 As set out in Section 11.16 the club are planning a wide scale and inclusive marketing strategy to make all supporters aware of the travel choices which will be available to them, particularly the quality and convenience of sustainable match day travel modes.
- 14.8.20 The marketing is planned to be undertaken through a variety of formats and mediums, such as the EFC website, the EFC app, information distributed with season tickets, displaying travel information around the stadium and announcements on the stadium screens and sound system. These would be developed in consultation with transport operators.
- 14.8.21 The use of Bootle as a transport hub will be included in this marketing information. Details could include:
- Shuttle bus services stops, frequency, ticketing information.
 - Train service details
 - Car park locations in Bootle and pricing;
 - 'How to get to Bootle' guide of those planning to drive or use public transport to interchange in Bootle.
- 14.8.22 In producing this information, the Club can work with Sefton in guiding supporters to the most appropriate traffic routes to access Bootle and the highest capacity car parks in the vicinity of the shuttle bus services. This can assist in reducing traffic impact to these locations.

Transport Working Group

- 14.8.1 Sefton Council has requested to join the Transport Working Group following any planning permission granted to the stadium development. This is accepted and their input will be valuable to review the performance of the transport strategy.

Match Day Conclusions

- 14.8.2 Based on the analysis above, it is considered that the proposed development will not have a severe impact on the transport network in Sefton. Impact has been assessed in terms of parking availability and traffic flow. Matches will generally take place when background demand for parking in Bootle town centre is low.
- 14.8.3 Traffic data presented in Section 14.2 demonstrates that the timing of road closures and traffic management measures on Regent Road and the A565 Great Howard Street generally take place outside of peak traffic periods and that there is sufficient capacity within alternative routes for diverted traffic to take.
- 14.8.4 It should also be noted that these closures and demand for parking will only materialise on a limited number of days in the year. As detailed in Section 8.3 it is expected that the stadium would host around 23 – 28 first team home fixtures per year plus a limited number of concerts or non-football sporting events.
- 14.8.5 Appropriate travel information will be conveyed to supporters to make them aware of the shuttle services available at Bootle, information on car parking, traffic routes and public transport connections will also be provided to reduce traffic impact in the area.

Non-Match Day & Non-Event Day Scenario

- 14.8.6 Section 13 sets out in some detail the level of traffic demand that the stadium will generate for the majority of the year when there is no match being played at the stadium. The analysis presented a worst-case assessment when a conference would be held using the hospitality facilities at the stadium.
- 14.8.7 The analysis demonstrated that as a worst case the stadium could generate in the region of 227 traffic movements in the morning peak hour and 133 in the evening peak. This traffic was distributed on the network using census data. The traffic flow diagrams as included in Appendix E illustrate the distribution pattern on the network. In terms of any potential traffic increase in Sefton on account of development the analysis shows the following:
- 14.8.8 North of Regent Road junction with Sandhills Lane:
- AM Peak: Increase of 43 vehicle movements (5% increase).
 - PM Peak: Increase of 25 vehicle movements (2% increase).
- 14.8.9 North of Derby Road Junction with Sandhills Lane
- AM Peak: Increase of 43 vehicle movements (2% increase).
 - PM Peak: Increase of 25 vehicle movements (1% increase).
- 14.8.10 It should be noted that it is not expected that all this traffic would pass over the boundary to or from Sefton. Notwithstanding this, the level of traffic increase on these road links represents only a small percentage increase when compared to background traffic levels. Accordingly, it is considered that the proposed development will not have a severe impact on the highway network in Sefton.
- 14.8.11 It has been demonstrated in Section 13.7 that the stadium development will generate less traffic in its non-match day non-event day use than would have otherwise occurred had the proposed Liverpool Waters development (10O/2424 – latest non-material amendment being 19NM/1121) been developed on the site.

15 Conclusions

15.1 Introduction

- 15.1.1 Everton Stadium Development Limited (hereafter 'Everton') has appointed Mott MacDonald to prepare this Transport Assessment (TA) in support of a full planning application to develop a new football stadium with associated facilities and infrastructure at Bramley-Moore Dock (BMD). The capacity of the stadium on match days is 52,888 people. The stadium's primary purpose is to host football matches, but it will also be able to host other sporting non-football events as well as concerts at full capacity. The club envisages a maximum of 4 non-football major events per year.
- 15.1.2 The proposed stadium scheme forms part of a wider club-led regeneration strategy for North Liverpool ("The Peoples' Project") which also includes the community led redevelopment of Goodison Park, Everton's existing stadium. The proposals for Goodison Park are subject to a separate outline planning application with its own Transport Assessment. The planning application for the new stadium at BMD and the separate application for the redevelopment of Goodison Park have been submitted to Liverpool City Council (LCC) simultaneously.
- 15.1.3 The stadium will continue to be active when there is no match being played and when there is no event being held at the stadium. A restaurant and café will be accessible to the general public as well as a club shop. Furthermore, the hospitality areas will be available for hire for conferences, meetings, weddings and similar events. The stadium also includes small scale office accommodation for club staff as well as a ticket office.

15.2 Transport assessment

- 15.2.1 The scope of this TA has been agreed with Liverpool City Council in pre-application scoping with full details of the stakeholder engagement process is provided in Section 2. The evidence base for the assessment is extensive and includes a supporter travel survey (8,000 respondents), traffic and public transport surveys as well as data provided by the Transport Working Group.
- 15.2.2 This has led to the development of the Transport Strategy for match days and a framework Transport Strategy for major events. The Strategy has been informed by a rigorous baseline analysis which has informed the target modal splits for each travel mode to/from the stadium. This has resulted in the Transport Strategy and associated measures as outlined in Sections 11 & 12. A framework Staff Travel Plan has been submitted with the application including measures to help promote sustainable staff travel. These measures will help ensure that travel to the stadium on match days and non-match days.
- 15.2.3 The transport impact of the development on match days and event days will be temporary, infrequent and will take place outside of peak periods. Furthermore, impact will be dispersed over a wide geographical area. The development of the Match Day and Event Day Transport Strategies has revealed the potential carrying capacities of public transport networks as well as car parking. This has demonstrated that there is sufficient capacity in the transport network to accommodate match day and major event day transport demand. The assessment of the impact of match / event traffic and road closures on the operation of the road network in Section 14.2 reveals that there is sufficient resilience in the road network to accommodate these temporary changes.

- 15.2.4 In addition to the demand generated at the stadium from match days and proposed major events, demand will also be generated by the new stadium on non-match days and non- major event days. Therefore, an assessment has been undertaken in Section 13 to assess traffic demand from facilities such as the on-site café, club shop and hospitality facilities featuring conference uses for hire.
- 15.2.5 The level of traffic these everyday uses will generate has been calculated and distributed on the surrounding road network. The conclusion of this assessment reveals that during the weekday road network peak hours, the traffic generation of these uses will result in a small percentage increase in traffic on the network. The level of increase will not have a material impact on the safe operation of the road network.

15.3 Consultation following December 2019 Planning Submission

- 15.3.1 Following submission of a full planning application in December 2019 (LPA ref. 20F/0001), statutory consultation responses have been received from stakeholders. The key issues raised that have resulted in a material change to the Transport Strategy originally submitted in the 2019 TA are summarised below:

Liverpool City Council Inclusive Design and Everton Disabled Supporters Association

- 15.3.2 Comments were received from these parties on the challenges some disabled supporters could face in accessing off site car parks and other means of onward travel outside of the stadium site. The Transport Strategy now includes for the provision of a free of charge shuttle service for disabled supporters from Sandhills train station and another service connecting to off-site car parking at Stanley Park. The Club has also consulted these bodies to maximise the amount of space on site provided for car parking for disabled supporters.

Liverpool City Council Highways and Inclusive Design

- 15.3.3 Comments were received on the proposed changes to the existing cycle lane on Regent Road along the site frontage from LCC. In response the team amended the proposed design in consultation with Liverpool City Council highways, cycling, planning and inclusive design officers to a scheme all parties now agree upon.

Liverpool City Council Highways and Parking services

- 15.3.4 Consultation with Parking Services revealed a need to expand the proposed geographical extent of match day and major event day parking restrictions. This was required to avoid traffic and parking impact on local businesses. The changes have been included in this Transport Assessment and are reflected in the parking capacity calculations included herein.

Sefton Council

- 15.3.5 Dialogue with Sefton Council was undertaken to discuss how information could be shared with supporters on the proposed shuttle bus service to Bootle and the most appropriate traffic routes to use to access the shuttle services for those planning on driving. This is now included in the Transport Strategy as well as Sefton Council's membership of the Transport Working Group.

Highways England

- 15.3.6 A formal planning consultation response was received from Highways England offering no objection to the planning application.

15.4 Scheme alignment with policy

- 15.4.1 Following the policy context presented in Section 2, it is clear that that the proposed development supports and fulfils the policy guidelines and regulations relevant to it. This is now explored in some detail:

National Planning Policy Framework (2019)

- 15.4.2 The proposed development of a new football stadium at Bramley-Moore Dock complies with the policy guidance set out in the NPPF (2019) paragraphs 108-111, which requires all developments that will generate significant amounts of movements should be supported by a Transport Assessment.
- 15.4.3 The work undertaken to develop the Transport Assessment has been developed in line with the NPPF to take into account whether *“appropriate opportunities to promote sustainable transport modes have been taken up”, that “safe and suitable access... can be achieved” and that “any significant impacts from the development on the transport network... can be cost effectively mitigated.”* This has been demonstrated within the development proposals description in Section 5 and Transport Strategy in Section 11 & 12.
- 15.4.4 The Transport Strategy and the measures set out within the Framework Travel Plan will encourage sustainable travel where practical. The transport demand generated by the non-match day non-event day uses have been assessed with the conclusion that they will not have a material impact on the operation of the transport network (Section 13). We consider that the impact on the operation of the transport network would not be severe (the threshold identified in NPPF paragraph 109).

Unitary Development Plan (UDP)

- 15.4.5 Bramley Moore Dock also aligns with the requirements of the City of Liverpool's Unitary Development Plan (2002). This document highlights the need to manage private car usage, promote public transport usage and encourage active travel uptake. This has been central in the development of the Transport Strategy in Section 10 with the Strategy's objectives aligned with the UDP.

Liverpool Local Plan

- 15.4.6 Liverpool's Local Plan (submission draft, 2018) states that development proposals should make the best use of existing transport infrastructure. Where this cannot be achieved, development should be phased to coincide with new transport infrastructure provision. The work undertaken within this TA to assess the available carrying capacity of the existing transport network to develop modal split targets (Section 10) and identifying required transport infrastructure to support stadium access (Section 11) represents an alignment of this Transport Assessment with the Local Plan.

Ensuring a Choice of Travel SPD

- 15.4.7 The Ensuring a Choice of Travel SPD (2008) provides guidance on access and transport requirements for new development. The document identifies that for D2 (leisure development) a series of prescribed standards should apply which are outlined in Section 3.3.
- 15.4.8 The proposed development as described in Section 5 adheres to these standards with further details provided in Section 11 outlining how the proposed development will address sustainable access, the impact on the existing network and to mitigate residual impacts, as required within

the SPD. This has also been undertaken for event days (Section 12) and for non-match days and non-event days (Section 13).

Design for Access for All SPD (2011)

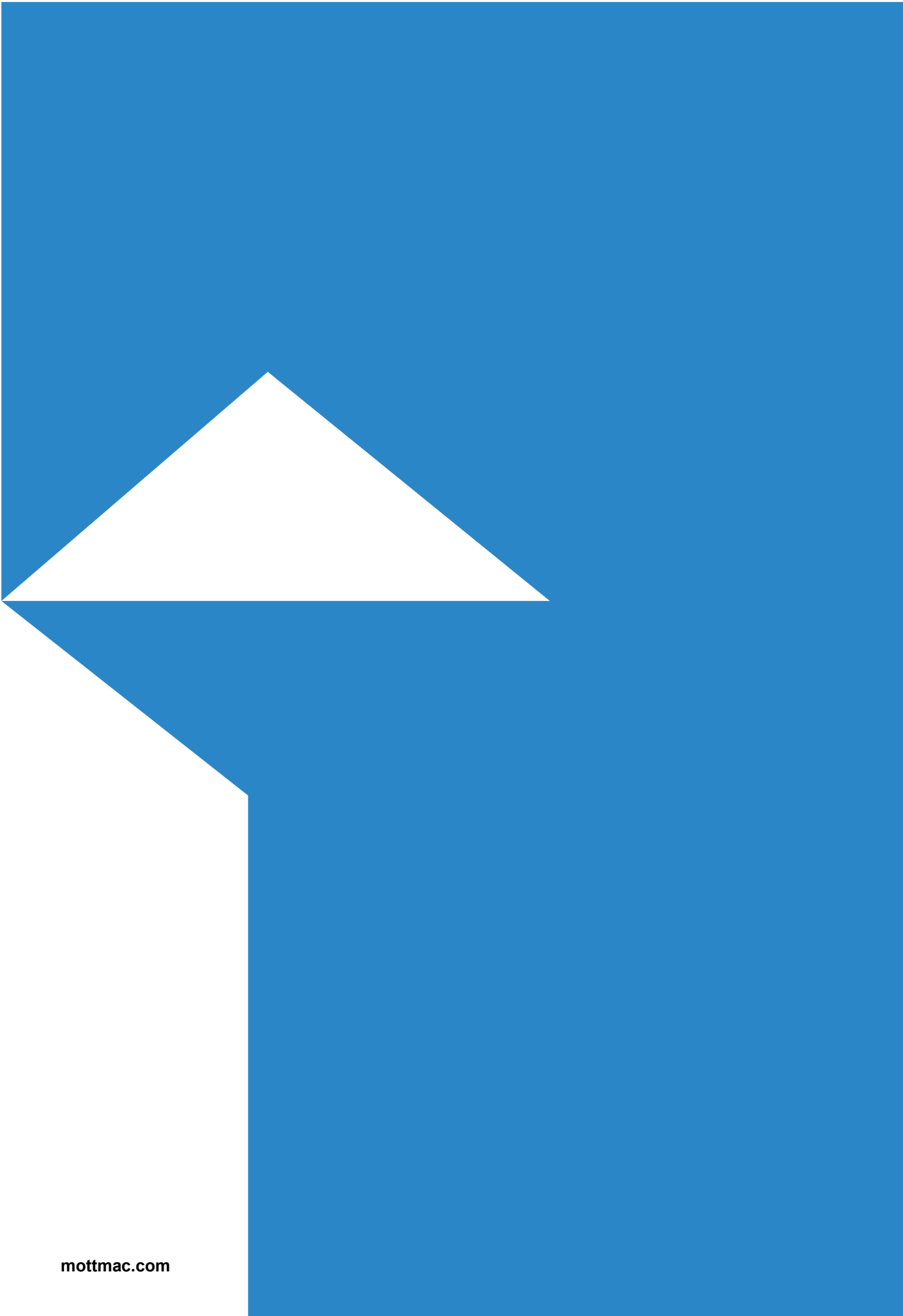
- 15.4.9 The Design for Access for All SPD highlights the most important principles in designing inclusive developments, which meet the needs for all users including disabled people. Part 3 of the SPD sets out design guidance to provide accessible footways and crossings, as well as appropriate provision of disabled parking. The Design and Access Statement which accompanies this planning application sets out how the proposed stadium will be accessible by everyone. Disabled parking will be provided within the site, for those without a parking space Section 11.13 sets out the transport options which will be available to supporters on match days. These measures have been developed in consultation with the Everton Disabled Supporters Association.

15.5 Conclusions

- 15.5.1 This Transport Assessment and Transport Strategy demonstrates that there is sufficient capacity on the transport network in the area to serve the new stadium at Bramley-Moore Dock. The target mode shares and strategy objectives will be achieved through the Transport Strategy and proposed transport management interventions to support match days. This has also formed the basis for the framework Event Transport Strategy which outlines the measures required to support major events held at the new stadium.
- 15.5.2 Furthermore, an assessment has been undertaken to assess traffic demand at the new stadium induced from non-match day and non-event days. The level of traffic these everyday uses will generate has been calculated and distributed on the surrounding road network and the assessment reveals that during the weekday road network peak hours, the traffic generation of these uses will result in a small percentage increase in traffic on the network.
- 15.5.3 A final impact appraisal of the proposed stadium for several key themes has been undertaken in Section 14 of this TA. The following key themes have been raised by stakeholders through the consultation process:
- Impact of match and event day road closures and traffic restrictions on the local highway network.
 - Impact on the Highways England network.
 - Impact on the Mersey Road Tunnels.
 - Need for a new rail station.
 - Need for a new stadium ferry terminal.
 - Impact in Sefton.
- 15.5.4 The impact appraisal finds that for the above key themes, the impact of the new stadium will be minor. It also recognises that the need for a new rail stadium or new stadium ferry terminal are unnecessary to make the stadium acceptable in transport planning terms. The Transport Strategy and interventions proposed will mitigate the impacts of the new stadium.
- 15.5.5 In conclusion, this Transport Assessment (as informed by the proposed Transport Strategy) has demonstrated that the proposed development of a new stadium at Bramley-Moore Dock can be accommodated by the existing transport network and the measures proposed. The target mode splits can be achieved for each mode. This will be achieved through the interventions proposed within the Transport Strategy which applies a balanced approach across a range of modes,

making best use of existing infrastructure and promoting sustainable travel in a realistic and achievable manner.

- 15.5.6 Ultimately, it is considered that the application proposal is acceptable in transport planning terms (having regard to the statutory development plan and other material considerations).





The People's Project - Bramley-Moore Dock Stadium

Transport Assessment

November 2020

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The People's Project - Bramley-Moore Dock Stadium

Transport Assessment

November 2020

Issue and Revision Record

| Revision | Date | Originator | Checker | Approver | Description |
|----------|--------------------------------|------------|---------|----------|---|
| A | July 2019 | CR/HJ | KB/NO | DD | First draft – for comment |
| B | 18 October 2019 | CR/HJ | KB/RB | DD | Draft for Review |
| C | 5 November 2019 | CR | KB | DD | Second draft to address CBRE comments |
| D | 8 November 2019 | CR | KB | DD | Amended for Second round of CBRE comment. |
| E DRAFT | 22 November 2019 | CR | KB | DD | Amended following QC comment |
| F | 20 December 2019 | CR | KB | DD | FINAL |
| G | 2 January 2020 | CR | KB | DD | FINAL |
| H | 4 August 2020 | KB | RB | DD | DRAFT Planning Resubmission |
| I | 20 th August 2020 | KB | DC | DD | DRAFT Planning Resubmission |
| J | 28 th August 2020 | KB | DC | DD | DRAFT Planning Resubmission |
| K | 4 th September 2020 | KB | DC | DD | FINAL Planning Submission |
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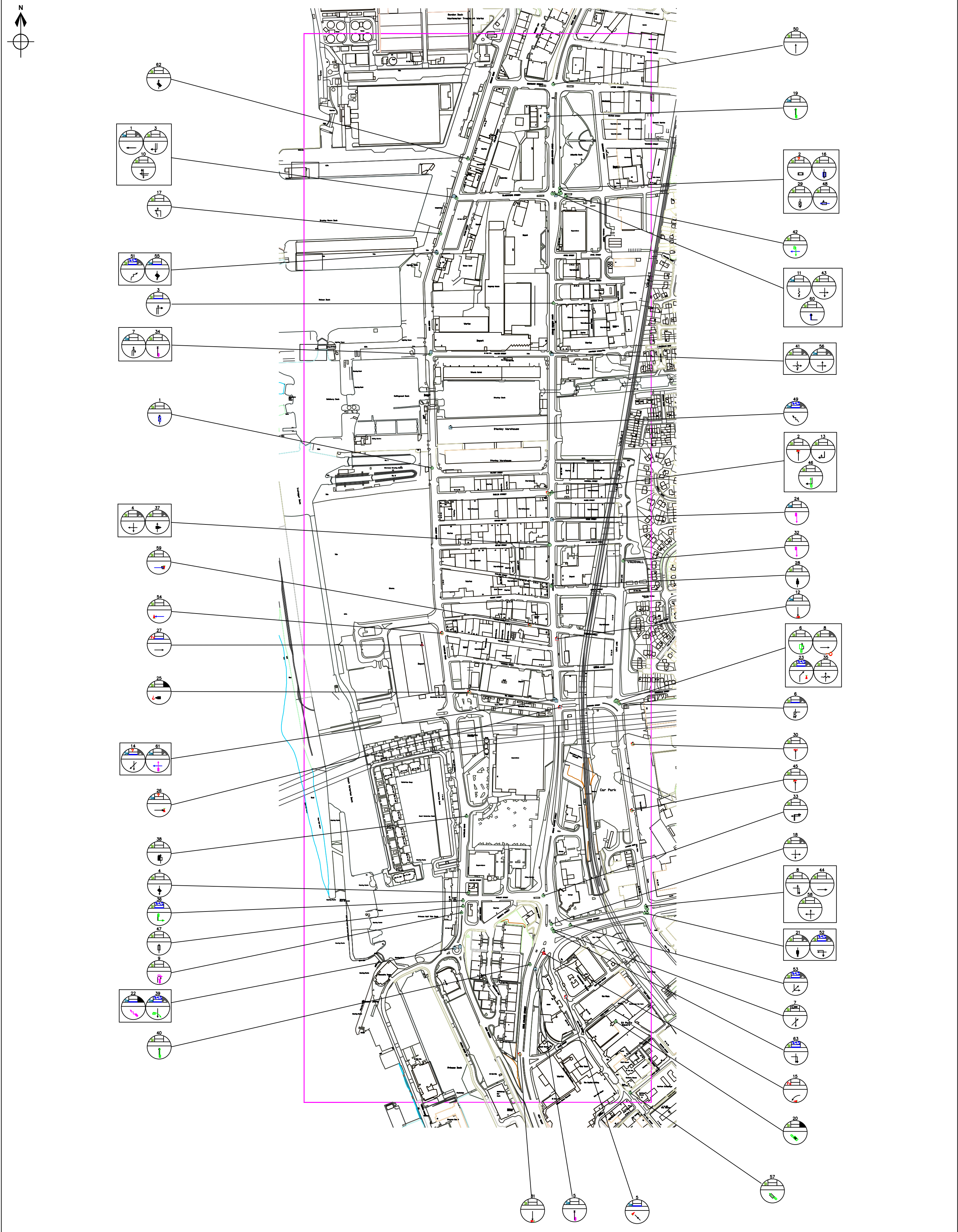
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A. Road Traffic Collisions



Key:

| | | | | | |
|--|---|--|--|--|--|
| | Slight collision involving a pedestrian | | Serious collision involving a pedestrian | | Fatal collision involving a pedestrian |
| | Slight collision | | Serious collision | | Fatal collision |

The City of Liverpool

Liverpool City Council
Highways & Transportation,
Lower Ground Floor, Cunard Building,
Water Street, Liverpool L3 1DH

| | | | | |
|--|---------------|----------|---------|------------|
| Drawing Status | Other Ref. | | | |
| CONFIDENTIAL | A2 | | | |
| Scale | NTS | | | |
| Title | | | | |
| Everton FC - Site One #2 Collision Data 01.01.2014 - 31.12.2018 | | | | |
| Survey | Drawn by | Designed | Checked | Approved |
| Initial | VF | | | LW |
| Date | 30.05.2019 | | | 30.05.2019 |
| Drawing Number | RS/CDR/19/011 | | | Rev. A |

Title: **Site One #2 - Everton FC 2014-2017**

Requested output: **P - Print Crash Report**

Date: 30-May-2019

There were 63 reported crashes resulting in injury

P-PRINT CRASH REPORT

Site One #2 - Everton FC 2014-2017

| No | Location | Severity | Date | Day | Time | Street Lighting | Road Surface | Weather | Special Conditions | Factors | Involved |
|----|--|----------|------------|-----|-------|-----------------|--------------|--------------------------|--------------------|---------|----------------------------|
| 1 | Road No A5058 Section Grid 333626E Ref 391968N | SLIGHT | 31/10/2014 | 6 | 11:39 | L | Dry | Fine | NONE | | GV |
| | 3336260391968 | | | | | | | | Liverpool | | |
| | | | | | | | | Veh1 S-> N Veh2 S-> N | | | Casualties 1 Vehicles 2 |
| 2 | Road No A1 Section Grid 333882E Ref 392528N | SLIGHT | 01/11/2014 | 7 | 11:00 | L | Dry | Unknown | NONE | | |
| | 3338820392528 | | | | | | | | Liverpool | | |
| | | | | | | | | Veh1 W-> E Veh2 W-> E | | | Casualties 1 Vehicles 2 |
| 3 | Road No U Section Grid 333674E Ref 392509N | SLIGHT | 12/11/2014 | 4 | 13:41 | L | Dry | Fine | NONE | R.TURN | |
| | 3336740392509 | | | | | | | | Liverpool | | |
| | | | | | | | | Veh1 N-> E Veh2 N-> S | | | Casualties 1 Vehicles 2 |
| 4 | Road No U Section Grid 333699E Ref 391118N | SLIGHT | 22/01/2015 | 5 | 10:36 | L | Dry | Fine | NONE | | |
| | PAISLEY STREET SEGMENT 9 PAISLEY STREET | | | | | | | | Liverpool | | |
| | | | | | | | | Veh1 N-> S Veh2 P-> P | | | Casualties 1 Vehicles 2 |

| Key | Involved | Street Lighting | | | | FACTORS | | Special Conditions | | | | |
|-----|----------|---------------------|----------|--------|--------|-----------------------|---------|----------------------------|---------|--------------------------|--|--|
| | | L | Daylight | R TURN | O/TAKE | Right Turn Manoeuvre | ATS OUT | Traffic Lights Not Working | ATS DEF | Traffic Lights Defective | | |
| | PED | Pedestrian | | | | | | | | | | |
| | HGV | Heavy Goods Vehicle | | | | | | | | | | |
| | GV | Goods Vehicle | | | STL | Street Lights | | | | | | |
| | M/C | Motor Cycle | | | USL | Street Lights Unlit | | | | | | |
| | P/C | Pedal Cycle | | | NSL | No Street Lights | | | | | | |
| | PSV | Bus/Coach | | | STU | Street Lights Unknown | | | | | | |
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P-PRINT CRASH REPORT

Site One #2 - Everton FC 2014-2017

| No | Location | Severity | Date | Day | Time | Street Lighting | Road Surface | Weather | Special Conditions | Factors | Involved |
|----|---|-----------------------------|------------|-----|-------|-----------------|--------------|------------------------------|--------------------|----------------------------|----------|
| 5 | Road No U Section | Grid 333894E Ref 390909N | 28/01/2015 | 4 | 09:45 | L | Wet/Damp | Fine | NONE | S.VEH | |
| | OLD HALL STREET SEGMENT 1 TO 122 OLD HALL STREET | | | | | | | | | | |
| | | | | | | | | Veh1 SE -> N | | Casualties 1 Vehicles 1 | |
| 6 | Road No U Section | Grid 334001E Ref 391496N | 07/02/2015 | 7 | 17:49 | DRK STL | Wet/Damp | Fine | NONE | | |
| | JUNCTION CHISENHALE STREET/PALL MALL CHISENHALE STREET | | | | | | | | | | |
| | | | | | | | | Veh1 E -> S Veh2 N -> S | | Casualties 1 Vehicles 2 | |
| 7 | Road No A5036 Section | Grid 333867E Ref 391045N | 31/03/2015 | 3 | 15:33 | L | Dry | Fine Wind | NONE | | |
| | JUNCTION GREAT HOWARD STREET/LEEDS STREET GREAT HOWARD STREET | | | | | | | | | | |
| | | | | | | | | Veh1 SW -> NE Veh2 N -> S | | Casualties 3 Vehicles 2 | |
| 8 | Road No A5036 Section | Grid 334054E Ref 391091N | 18/04/2015 | 7 | 14:51 | L | Dry | Fine | RD WRKS | R.TURN | |
| | JUNCTION LEEDS STREET/PALL MALL LEEDS STREET | | | | | | | | | | |
| | | | | | | | | Veh1 S -> N Veh2 W -> E | | Casualties 1 Vehicles 2 | |

| Key | Involved | Pedestrian | Street Lighting | | FACTORS | | Special Conditions | |
|-----|----------|---------------------|-----------------|-----------------------|---------|----------------------|--------------------|----------------------------------|
| | | | L | Daylight | R.TURN | Right Turn Manoeuvre | ATS OUT | Traffic Lights Not Working |
| | HGV | Heavy Goods Vehicle | | | O/TAKE | Overtaking Manoeuvre | ATS DEF | Traffic Lights Defective |
| | GV | Goods Vehicle | STL | Street Lights | S.VEH | Single Vehicle | SIGNS | Road Signs Defective or Obscured |
| | M/C | Motor Cycle | USL | Street Lights Unlit | | | RD WRKS | Road Works |
| | P/C | Pedal Cycle | NSL | No Street Lights | | | Surface | Road Surface Defective |
| | PSV | Bus/Coach | STU | Street Lights Unknown | | | | |

P-PRINT CRASH REPORT

Site One #2 - Everton FC 2014-2017

| No | Location | Severity | Date | Day | Time | Street Lighting | Road Surface | Weather | Special Conditions | Factors | Involved |
|----|--|----------|------------|-----|-------|-----------------|--------------|--|--------------------|---------|----------------------------|
| 9 | Road No U Section Grid 333685E Ref 391078N | SLIGHT | 06/05/2015 | 4 | 17:45 | L | Dry | Fine | NONE | R.TURN | M/C |
| | JUNCTION BATH STREET/WATERLOO ROAD BATH STREET | | | | | | | | | | |
| | | | | | | | | Veh1 S-> S Veh2 S-> NW | | | Casualties 1 Vehicles 2 |
| 10 | Road No A5054 Section Grid 333675E Ref 392508N | SLIGHT | 20/05/2015 | 4 | 14:24 | L | Dry | Fine | NONE | R.TURN | HGV |
| | JUNCTION BLACKSTONE STREET and REGENT ROAD | | | | | | | | | | |
| | | | | | | | | Veh1 N-> S Veh2 E-> W Veh3 E-> N | | | Casualties 2 Vehicles 3 |
| 11 | Road No A565 Section Grid 333874E Ref 392514N | SERIOUS | 07/06/2015 | 1 | 15:06 | L | Dry | Fine | NONE | S.VEH | |
| | SEGMENT (201) GREAT HOWARD STREET | | | | | | | | | | |
| | | | | | | | | Veh1 N-> S | | | Casualties 2 Vehicles 1 |
| 12 | Road No A565 Section Grid 333876E Ref 391626N | SERIOUS | 12/06/2015 | 6 | 07:30 | L | Dry | Fine | NONE | S.VEH | |
| | JUNCTION GREAT HOWARD STREET/VANDRIES STREET GREAT HOWARD STREET | | | | | | | | | | |
| | | | | | | | | Veh1 N-> S | | | Casualties 1 Vehicles 1 |

| Key | Involved | Pedestrian | Special Conditions | FACTORS | Street Lighting | Right Turn Manoeuvre | Special Conditions |
|-----|----------|---------------------|------------------------|---------|-----------------|----------------------|------------------------|
| | | | | | | | |
| | PED | Pedestrian | ATS OUT | R.TURN | L | Right Turn Manoeuvre | ATS OUT |
| | HGV | Heavy Goods Vehicle | ATS DEF | O/TAKE | Daylight | Overtaking Manoeuvre | ATS DEF |
| | GV | Goods Vehicle | SIGNS | S.VEH | STL | Single Vehicle | SIGNS |
| | M/C | Motor Cycle | RD WRKS | | USL | | RD WRKS |
| | P/C | Pedal Cycle | Surface | | NSL | | Surface |
| | PSV | Bus/Coach | Road Surface Defective | | STU | | Road Surface Defective |

P-PRINT CRASH REPORT

Site One #2 - Everton FC 2014-2017

| No | Location | Severity | Date | Day | Time | Street Lighting | Road Surface | Weather | Special Conditions | Factors | Involved |
|----|--|----------|-------------|-----|-------------|-----------------|--------------|---------|--------------------|---------|------------|
| 13 | Road No U Section Grid 333866E Ref 391919N | SLIGHT | 08/08/2015 | 7 | 12:50 | L | Dry | Fine | NONE | R.TURN | |
| | JUNCTION DUBLIN STREET/GREAT HOWARD STREET DUBLIN STREET | | | | | | | | | | |
| | | | Veh1 N-> W | | Veh2 N-> N | | Casualties 1 | | Vehicles 2 | | |
| 14 | Road No U Section Grid 333871E Ref 391505N | SERIOUS | 22/08/2015 | 7 | 21:15 | DRK STL | Wet/Damp | Other | NONE | | |
| | JUNCTION CHADWICK STREET/GREAT HOWARD STREET CHADWICK STREET | | | | | | | | | | |
| | | | Veh1 NE-> E | | Veh2 N-> NE | | Casualties 1 | | Vehicles 2 | | |
| 15 | Road No A5052 Section Grid 333851E Ref 390996N | FATAL | 15/09/2015 | 3 | 10:37 | L | Dry | Fine | NONE | S.VEH | |
| | JUNCTION KING EDWARD STREET and LEEDS STREET | | | | | | | | | | |
| | | | Veh1 E-> S | | | | Casualties 1 | | Vehicles 1 | | |
| 16 | Road No A565 Section Grid 333882E Ref 392522N | SLIGHT | 28/09/2015 | 2 | 11:15 | L | Dry | Fine | NONE | | HGV GV |
| | JUNCTION BLACKSTONE STREET/GREAT HOWARD STREET BLACKSTONE STREET | | | | | | | | | | |
| | | | Veh1 N-> S | | Veh2 N-> S | | Veh3 N-> S | | Casualties 2 | | Vehicles 3 |

| Key | Involved | Street Lighting | | FACTORS | | Special Conditions | |
|-----|----------|-----------------|-----------------------|---------|----------------------|--------------------|----------------------------------|
| | | L | Daylight | R.TURN | Right Turn Manoeuvre | ATS OUT | Traffic Lights Not Working |
| | PED | | | O/TAKE | Overtaking Manoeuvre | ATS DEF | Traffic Lights Defective |
| | HGV | | | S.VEH | Single Vehicle | SIGNS | Road Signs Defective or Obscured |
| | GV | STL | Street Lights | | | RD WRKS | Road Works |
| | M/C | USL | Street Lights Unlit | | | Surface | Road Surface Defective |
| | P/C | NSL | No Street Lights | | | | |
| | PSV | STU | Street Lights Unknown | | | | |

P-PRINT CRASH REPORT
Site One #2 - Everton FC 2014-2017

| Key | Involved | Street Lighting | | FACTORS | | Special Conditions | |
|-----|----------|---------------------|-----------|---------|----------------------|--------------------|----------------------------------|
| | | L | Day/light | R. TURN | Right Turn Manoeuvre | ATS OUT | Traffic Lights Not Working |
| | PED | Pedestrian | | O/TAKE | Overtaking Manoeuvre | ATS DEF | Traffic Lights Defective |
| | HGV | Heavy Goods Vehicle | | S. VEH | Single Vehicle | SIGNS | Road Signs Defective or Obscured |
| | GV | Goods Vehicle | STL | | | RD WRKS | Road Works |
| | M/C | Motor Cycle | USL | | | Surface | Road Surface Defective |
| | P/C | Pedal Cycle | NSL | | | | |
| | PSV | Bus/Coach | STU | | | | |

Special Conditions

P-PRINT CRASH REPORT

Site One #2 - Everton FC 2014-2017

| No | Location | Severity | Date | Day | Time | Street Lighting | Road Surface | Weather | Special Conditions | Factors | Involved |
|----|--|----------|--------------|-----|-------|-----------------|--------------|---------|--------------------|-----------------|--------------|
| 21 | Road No A5036 Section Grid 334052E Ref 391077N | SLIGHT | 20/12/2015 | 1 | 22:50 | DRK STL | Dry | Fine | NONE | | |
| | JUNCTION LEEDS STREET/PALL MALL LEEDS STREET | | | | | | | | | | |
| | | | Veh1 N -> S | | | | | | | | Casualties 1 |
| | | | Veh2 N -> S | | | | | | | | Vehicles 2 |
| 22 | Road No U Section Grid 333671E Ref 391007N | SERIOUS | 28/11/2015 | 7 | 04:25 | DRK USL | Wet/Damp | Fine | NONE | S.VEH | M/C |
| | JUNCTION BATH STREET/WATERLOO ROAD BATH STREET | | | | | | | | | | |
| | | | Veh1 SE -> N | | | | | | | | Casualties 1 |
| | | | | | | | | | | | Vehicles 1 |
| 23 | Road No U Section Grid 333998E Ref 391501N | SLIGHT | 28/01/2016 | 5 | 17:18 | DRK STL | Wet/Damp | Rain | NONE | S.VEH R.TURN | |
| | JUNCTION CHISENHALE STREET/PALL MALL CHISENHALE STREET | | | | | | | | | | |
| | | | Veh1 S -> NE | | | | | | | | Casualties 1 |
| | | | | | | | | | | | Vehicles 1 |
| 24 | Road No A565 Section Grid 333866E Ref 391865N | SERIOUS | 06/03/2016 | 1 | 13:25 | L | Dry | Fine | NONE | S.VEH | M/C |
| | JUNCTION GREAT HOWARD STREET and STONE STREET | | | | | | | | | | |
| | | | Veh1 N -> S | | | | | | | | Casualties 1 |
| | | | | | | | | | | | Vehicles 1 |
| 25 | Road No U Section Grid 333701E Ref 391519N | SLIGHT | 22/04/2016 | 6 | 22:08 | DRK NSL | Dry | Fine | NONE | S.VEH | |
| | OIL STREET SEGMENT OIL STREET | | | | | | | | | | |
| | | | Veh1 E -> W | | | | | | | | Casualties 1 |
| | | | | | | | | | | | Vehicles 1 |

| Key | Involved | Pedestrian | Street Lighting | FACTORS | Special Conditions |
|-----|---------------------|------------|-----------------------|---------|----------------------------------|
| PED | PED | | L | R.TURN | ATS OUT |
| HGV | Heavy Goods Vehicle | | Daylight | O/TAKE | Traffic Lights Not Working |
| GV | Goods Vehicle | STL | | S.VEH | ATS DEF |
| M/C | Motor Cycle | USL | Street Lights | | Traffic Lights Defective |
| P/C | Pedal Cycle | NSL | Street Lights Unlit | | RD SIGNS |
| PSV | Bus/Coach | STU | No Street Lights | | Road Signs Defective or Obscured |
| | | | Street Lights Unknown | | RD WRKS |
| | | | | | Surface |
| | | | | | Road Works |
| | | | | | Road Surface Defective |

P-PRINT CRASH REPORT

Site One #2 - Everton FC 2014-2017

| No | Location | Severity | Date | Day | Time | Street Lighting | Road Surface | Weather | Special Conditions | Factors | Involved |
|----|--|----------|------------|-----|-------|-----------------|--------------|----------------------------|--------------------|---------|----------------------------|
| 26 | Road No U Section Grid 333882E Ref 391489N | SERIOUS | 25/04/2016 | 2 | 15:40 | L | Dry | Other | NONE | | |
| | JUNCTION CHADWICK STREET/GREAT HOWARD STREET CHADWICK STREET | | | | | | | | Liverpool | | PED |
| | | | | | | | | Veh1 W -> E Veh2 W -> E | | | Casualties 1 Vehicles 2 |
| 27 | Road No U Section Grid 333606E Ref 391614N | FATAL | 20/05/2016 | 6 | 09:39 | L | Wet/Damp | Fine | NONE | S.VEH | |
| | WATERLOO WAREHOUSE WATERLOO QUAY | | | | | | | | Liverpool | | |
| | | | | | | | | Veh1 W -> E | | | Casualties 1 Vehicles 1 |
| 28 | Road No U Section Grid 333865E Ref 391732N | SLIGHT | 03/05/2016 | 3 | 07:10 | L | Dry | Fine | NONE | | |
| | JUNCTION CARLTON STREET/GREAT HOWARD STREET CARLTON STREET | | | | | | | | Liverpool | | |
| | | | | | | | | Veh1 S -> N Veh2 S -> N | | | Casualties 1 Vehicles 2 |
| 29 | Road No A565 Section Grid 333880E Ref 392516N | SLIGHT | 01/05/2016 | 1 | 15:27 | L | Dry | Fine | NONE | | |
| | BLACKSTONE STREET and GREAT HOWARD STREET | | | | | | | | Liverpool | | |
| | | | | | | | | Veh1 N -> S Veh2 N -> S | | | Casualties 5 Vehicles 2 |
| 30 | Road No A565 Section Grid 334028E Ref 391415N | SLIGHT | 27/06/2016 | 2 | 17:20 | L | Dry | Fine | NONE | S.VEH | |
| | JUNCTION GREAT HOWARD STREET/OIL STREET GREAT HOWARD STREET | | | | | | | | Liverpool | | PED |
| | | | | | | | | Veh1 S -> N | | | Casualties 1 Vehicles 1 |

| Key | Involved | Street Lighting | FACTORS | Special Conditions |
|-----|---|---|--|--|
| | PED HGV GV M/C P/C PSV | L STL USL NSL STU | R.TURN O/TAKE S.VEH | ATS OUT ATS DEF SIGNS RD WRKS Surface |
| | Pedestrian Heavy Goods Vehicle Goods Vehicle Motor Cycle Pedal Cycle Bus/Coach | Daylight Street Lights Street Lights Unlit No Street Lights Street Lights Unknown | Right Turn Manoeuvre Overtaking Manoeuvre Single Vehicle | Traffic Lights Not Working Traffic Lights Defective Road Signs Defective or Obscured Road Works Road Surface Defective |

P-PRINT CRASH REPORT
Site One #2 - Everton FC 2014-2017

| Key | Involved | Street Lighting | | FACTORS | | Special Conditions | |
|-----|----------|---------------------|-----------|---------|--|--------------------|----------------------------------|
| | | L | Day/light | R TURN | Right Turn Manoeuvre Overtaking Manoeuvre Single Vehicle | ATS OUT | Traffic Lights Not Working |
| PED | PED | Pedestrian | STL | S.TURN | O/TAKE | ATS DEF | Traffic Lights Defective |
| HGV | HGV | Heavy Goods Vehicle | USL | S.VEH | | SIGNS | Road Signs Defective or Obscured |
| GV | GV | Goods Vehicle | NSL | | | RD WRKS | Road Works |
| M/C | M/C | Motor Cycle | STU | | | Surface | Road Surface Defective |
| P/C | P/C | Pedal Cycle | | | | | |
| PSV | PSV | Bus/Coach | | | | | |

| Key | <u>Involved</u> |
|---------------------------------------|---------------------------------------|
| 1. Identify the problem | 1. Identify the problem |
| 2. Identify the stakeholders | 2. Identify the stakeholders |
| 3. Identify the goals | 3. Identify the goals |
| 4. Identify the resources | 4. Identify the resources |
| 5. Identify the constraints | 5. Identify the constraints |
| 6. Identify the risks | 6. Identify the risks |
| 7. Identify the opportunities | 7. Identify the opportunities |
| 8. Identify the threats | 8. Identify the threats |
| 9. Identify the strengths | 9. Identify the strengths |
| 10. Identify the weaknesses | 10. Identify the weaknesses |
| 11. Identify the advantages | 11. Identify the advantages |
| 12. Identify the disadvantages | 12. Identify the disadvantages |
| 13. Identify the benefits | 13. Identify the benefits |
| 14. Identify the costs | 14. Identify the costs |
| 15. Identify the risks | 15. Identify the risks |
| 16. Identify the opportunities | 16. Identify the opportunities |
| 17. Identify the threats | 17. Identify the threats |
| 18. Identify the strengths | 18. Identify the strengths |
| 19. Identify the weaknesses | 19. Identify the weaknesses |
| 20. Identify the advantages | 20. Identify the advantages |
| 21. Identify the disadvantages | 21. Identify the disadvantages |
| 22. Identify the benefits | 22. Identify the benefits |
| 23. Identify the costs | 23. Identify the costs |
| 24. Identify the risks | 24. Identify the risks |
| 25. Identify the opportunities | 25. Identify the opportunities |
| 26. Identify the threats | 26. Identify the threats |
| 27. Identify the strengths | 27. Identify the strengths |
| 28. Identify the weaknesses | 28. Identify the weaknesses |
| 29. Identify the advantages | 29. Identify the advantages |
| 30. Identify the disadvantages | 30. Identify the disadvantages |
| 31. Identify the benefits | 31. Identify the benefits |
| 32. Identify the costs | 32. Identify the costs |
| 33. Identify the risks | 33. Identify the risks |
| 34. Identify the opportunities | 34. Identify the opportunities |
| 35. Identify the threats | 35. Identify the threats |
| 36. Identify the strengths | 36. Identify the strengths |
| 37. Identify the weaknesses | 37. Identify the weaknesses |
| 38. Identify the advantages | 38. Identify the advantages |
| 39. Identify the disadvantages | 39. Identify the disadvantages |
| 40. Identify the benefits | 40. Identify the benefits |
| 41. Identify the costs | 41. Identify the costs |
| 42. Identify the risks | 42. Identify the risks |
| 43. Identify the opportunities | 43. Identify the opportunities |
| 44. Identify the threats | 44. Identify the threats |
| 45. Identify the strengths | 45. Identify the strengths |
| 46. Identify the weaknesses | 46. Identify the weaknesses |
| 47. Identify the advantages | 47. Identify the advantages |
| 48. Identify the disadvantages | 48. Identify the disadvantages |
| 49. Identify the benefits | 49. Identify the benefits |
| 50. Identify the costs | 50. Identify the costs |
| 51. Identify the risks | 51. Identify the risks |
| 52. Identify the opportunities | 52. Identify the opportunities |
| 53. Identify the threats | 53. Identify the threats |
| 54. Identify the strengths | 54. Identify the strengths |
| 55. Identify the weaknesses | 55. Identify the weaknesses |
| 56. Identify the advantages | 56. Identify the advantages |
| 57. Identify the disadvantages | 57. Identify the disadvantages |
| 58. Identify the benefits | 58. Identify the benefits |
| 59. Identify the costs | 59. Identify the costs |
| 60. Identify the risks | 60. Identify the risks |
| 61. Identify the opportunities | 61. Identify the opportunities |
| 62. Identify the threats | 62. Identify the threats |
| 63. Identify the strengths | 63. Identify the strengths |
| 64. Identify the weaknesses | 64. Identify the weaknesses |
| 65. Identify the advantages | 65. Identify the advantages |
| 66. Identify the disadvantages | 66. Identify the disadvantages |
| 67. Identify the benefits | 67. Identify the benefits |
| 68. Identify the costs | 68. Identify the costs |
| 69. Identify the risks | 69. Identify the risks |
| 70. Identify the opportunities | 70. Identify the opportunities |
| 71. Identify the threats | 71. Identify the threats |
| 72. Identify the strengths | 72. Identify the strengths |
| 73. Identify the weaknesses | 73. Identify the weaknesses |
| 74. Identify the advantages | 74. Identify the advantages |
| 75. Identify the disadvantages | 75. Identify the disadvantages |
| 76. Identify the benefits | 76. Identify the benefits |
| 77. Identify the costs | 77. Identify the costs |
| 78. Identify the risks | 78. Identify the risks |
| 79. Identify the opportunities | 79. Identify the opportunities |
| 80. Identify the threats | 80. Identify the threats |
| 81. Identify the strengths | 81. Identify the strengths |
| 82. Identify the weaknesses | 82. Identify the weaknesses |
| 83. Identify the advantages | 83. Identify the advantages |
| 84. Identify the disadvantages | 84. Identify the disadvantages |
| 85. Identify the benefits | 85. Identify the benefits |
| 86. Identify the costs | 86. Identify the costs |
| 87. Identify the risks | 87. Identify the risks |
| 88. Identify the opportunities | 88. Identify the opportunities |
| 89. Identify the threats | 89. Identify the threats |
| 90. Identify the strengths | 90. Identify the strengths |
| 91. Identify the weaknesses | 91. Identify the weaknesses |
| 92. Identify the advantages | 92. Identify the advantages |
| 93. Identify the disadvantages | 93. Identify the disadvantages |
| 94. Identify the benefits | 94. Identify the benefits |
| 95. Identify the costs | 95. Ident |

P-PRINT CRASH REPORT

Site One #2 - Everton FC 2014-2017

| No | Location | Severity | Date | Day | Time | Street Lighting | Road Surface | Weather | Special Conditions | Factors | Involved |
|----|--|-----------------------------|------------|-----|-------|-----------------|--------------|---|--------------------|----------------------------|----------|
| 35 | Road No U Section | Grid 333993E Ref 391501N | 20/09/2016 | 3 | 12:15 | L | Dry | Fine | NONE | | |
| | CHADWICK STREET and PALL MALL | | | | | | | | | | |
| | | | | | | | | Veh1 W -> E Veh2 S -> N | | Casualties 1 Vehicles 2 | |
| 36 | Road No U Section | Grid 333688E Ref 391102N | 28/09/2016 | 4 | 08:20 | L | Wet/Damp | Rain | NONE | | P/C |
| | PAISLEY STREET and WATERLOO ROAD | | | | | | | | | | |
| | | | | | | | | Veh1 N -> E Veh2 N -> E | | Casualties 1 Vehicles 2 | |
| 37 | Road No U Section | Grid 333860E Ref 391814N | 21/10/2016 | 6 | 23:10 | DRK STL | Dry | Fine | NONE | | |
| | COTTON STREET and GREAT HOWARD STREET | | | | | | | | | | |
| | | | | | | | | Veh1 W -> E Veh2 S -> N | | Casualties 6 Vehicles 2 | |
| 38 | Road No U Section | Grid 333695E Ref 391271N | 23/10/2016 | 1 | 14:30 | L | Dry | Fine | ATS OUT | O/TAKE | |
| | WATERLOO ROAD SEGMENT 13 TO 30 WATERLOO ROAD | | | | | | | | | | |
| | | | | | | | | Veh1 S -> N Veh2 S -> N Veh3 S -> N | | Casualties 2 Vehicles 3 | |

| Key | Involved | Pedestrian | Street Lighting | FACTORS | Special Conditions |
|-----|----------|---------------------|-----------------|---------|----------------------------------|
| | PED | Pedestrian | L | R. TURN | ATS OUT |
| | HGV | Heavy Goods Vehicle | Daylight | O/TAKE | Traffic Lights Not Working |
| | GV | Goods Vehicle | STL | S. VEH | ATS DEF |
| | M/C | Motor Cycle | USL | | TRAFFIC LIGHTS DEFECTIVE |
| | P/C | Pedal Cycle | NSL | | ROAD SIGNS DEFECTIVE OR OBSCURED |
| | PSV | Bus/Coach | STU | | RD WRKS |
| | | | | | ROAD WORKS |
| | | | | | ROAD SURFACE DEFECTIVE |

P-PRINT CRASH REPORT

Site One #2 - Everton FC 2014-2017

| No | Location | Severity | Date | Day | Time | Street Lighting | Road Surface | Weather | Special Conditions | Factors | Involved |
|----|---|----------|------------|-----|-------|-----------------|--------------|--------------------------|--------------------|---------|----------------------------|
| 39 | Road No U Section Grid 333682E Ref 391010N | SERIOUS | 14/11/2016 | 2 | 07:18 | DRK STL | Wet/Damp | Rain | NONE | | P/C |
| | BATH STREET and WILLIAM JESSOP WAY | | | | | | | | | | |
| | | | | | | | | Veh1 N-> S Veh2 W-> S | | | Casualties 1 Vehicles 2 |
| 40 | Road No A5052 Section Grid 333822E Ref 390974N | SLIGHT | 30/11/2016 | 4 | 08:30 | L | Dry | Fine | NONE | | P/C |
| | STREET RECORD KING EDWARD STREET | | | | | | | | | | |
| | | | | | | | | Veh1 S-> N Veh2 S-> N | | | Casualties 1 Vehicles 2 |
| 41 | Road No A565 Section Grid 333864E Ref 392198N | SLIGHT | 10/12/2016 | 7 | 02:20 | DRK STL | Dry | Fine | NONE | | |
| | GREAT HOWARD STREET and WALTER STREET | | | | | | | | | | |
| | | | | | | | | Veh1 W-> E Veh2 N-> S | | | Casualties 2 Vehicles 2 |
| 42 | Road No A565 Section Grid 333894E Ref 392512N | SLIGHT | 23/04/2017 | 1 | 10:45 | L | Dry | Fine | ATS OUT | | GV P/C |
| | BLACKSTONE STREET and GREAT HOWARD STREET | | | | | | | | | | |
| | | | | | | | | Veh1 E-> W Veh2 N-> S | | | Casualties 1 Vehicles 2 |

| Key | Involved | Pedestrian | Street Lighting | FACTORS | Special Conditions |
|-----|----------|---------------------|-----------------|---------|----------------------------------|
| | PED | Pedestrian | L | R.TURN | ATS OUT |
| | HGV | Heavy Goods Vehicle | Daylight | O/TAKE | Traffic Lights Not Working |
| | GV | Goods Vehicle | STL | S.VEH | ATS DEF |
| | M/C | Motor Cycle | USL | | Traffic Lights Defective |
| | P/C | Pedal Cycle | NSL | | Signs |
| | PSV | Bus/Coach | STU | | Road Signs Defective or Obscured |
| | | | | | RD WRKS |
| | | | | | Road Works |
| | | | | | Road Surface Defective |

P-PRINT CRASH REPORT

Site One #2 - Everton FC 2014-2017

| No | Location | Severity | Date | Day | Time | Street Lighting | Road Surface | Weather | Special Conditions | Factors | Involved |
|----|--|----------|-------------|-----|-------------|-----------------|--------------|---------|--------------------|--------------|----------|
| 43 | Road No A565 Section Grid 333871E Ref 392517N | SLIGHT | 01/05/2017 | 2 | 09:28 | L | Dry | Fine | NONE | | |
| | BLACKSTONE STREET and GREAT HOWARD STREET | | | | | | | | | | |
| | | | Veh1 W -> E | | Veh2 N -> S | | | | | Casualties 1 | 2 |
| 44 | Road No A5036 Section Grid 334055E Ref 391087N | SLIGHT | 03/05/2017 | 4 | 14:20 | L | Dry | Fine | NONE | | |
| | JUNCTION LEEDS STREET/PALL MALL LEEDS STREET | | | | | | | | | | |
| | | | Veh1 W -> E | | Veh2 W -> E | | | | | Casualties 2 | 2 |
| 45 | Road No A5036 Section Grid 334026E Ref 391282N | SLIGHT | 04/09/2017 | 2 | 17:45 | L | Dry | Fine | NONE | S.VEH | |
| | LEEDS STREET SEGMENT A LEEDS STREET | | | | | | | | | | |
| | | | Veh1 S -> N | | | | | | | Casualties 1 | 1 |
| 46 | Road No U Section Grid 333861E Ref 391915N | SLIGHT | 04/09/2017 | 2 | 13:32 | L | Dry | Fine | RD WRKS | R.TURN | P/C |
| | JUNCTION DUBLIN STREET/GREAT HOWARD STREET DUBLIN STREET | | | | | | | | | | |
| | | | Veh1 N -> W | | Veh2 S -> N | | | | | Casualties 1 | 2 |

| Key | Involved | Street Lighting | | FACTORS | | Special Conditions | |
|-----|----------|-----------------|-----------------------|---------|----------------------|--------------------|----------------------------------|
| | | L | Daylight | R.TURN | Right Turn Manoeuvre | ATS OUT | Traffic Lights Not Working |
| | PED | | | O/TAKE | Overtaking Manoeuvre | ATS DEF | Traffic Lights Defective |
| | HGV | | | S.VEH | Single Vehicle | SIGNS | Road Signs Defective or Obscured |
| | GV | STL | Street Lights | | | RD WRKS | Road Works |
| | M/C | USL | Street Lights Unlit | | | Surface | Road Surface Defective |
| | P/C | NSL | No Street Lights | | | | |
| | PSV | STU | Street Lights Unknown | | | | |

P-PRINT CRASH REPORT

Site One #2 - Everton FC 2014-2017

| No | Location | Severity | Date | Day | Time | Street Lighting | Road Surface | Weather | Special Conditions | Factors | Involved |
|----|---|----------|------------|-----|-------|-----------------|--------------|--------------------------|--------------------|---------|----------------------------|
| 47 | Road No U Section Grid 333688E Ref 391091N | SLIGHT | 12/09/2017 | 3 | 09:00 | L | Dry | Fine | NONE | | |
| | WATERLOO ROAD | | | | | | | | | | |
| | | | | | | | | Veh1 S-> N Veh2 S-> N | | | Casualties 1 Vehicles 2 |
| 48 | Road No A565 Section Grid 333884E Ref 392518N | SLIGHT | 13/09/2017 | 4 | 15:45 | L | Dry | Fine | NONE | R.TURN | GV |
| | BLACKSTONE STREET and GREAT HOWARD STREET | | | | | | | | | | |
| | | | | | | | | Veh1 E-> W Veh2 E-> N | | | Casualties 1 Vehicles 2 |
| 49 | Road No U Section Grid 333663E Ref 392049N | SERIOUS | 01/10/2017 | 1 | 02:00 | DRK STL | Wet/Damp | Rain | NONE | S.VEH | |
| | REGENCY ROAD SEGMENT 32 TO 35 REGENCY ROAD | | | | | | | | | | |
| | | | | | | | | Veh1 SE-> NW | | | Casualties 1 Vehicles 1 |
| 50 | Road No U Section Grid 333869E Ref 392736N | SLIGHT | 02/11/2017 | 5 | 11:05 | L | Dry | Fine | NONE | S.VEH | |
| | JUNCTION BOUNDARY STREET/DERBY ROAD BOUNDARY STREET | | | | | | | | | | |
| | | | | | | | | Veh1 S-> N | | | Casualties 2 Vehicles 1 |
| 51 | Road No A5058 Section Grid 333636E Ref 392398N | SLIGHT | 30/12/2017 | 7 | 03:30 | DRK STL | Wet/Damp | Rain | NONE | S.VEH | |
| | REGENCY ROAD SEGMENT REGENCY ROAD | | | | | | | | | | |
| | | | | | | | | Veh1 S-> N | | | Casualties 1 Vehicles 1 |

| Key | Involved | Street Lighting | FACTORS | Special Conditions |
|-----|-------------------------|---------------------------|-----------------------------|--|
| | PED Pedestrian | L Daylight | R.TURN Right Turn Manoeuvre | ATS OUT Traffic Lights Not Working |
| | HGV Heavy Goods Vehicle | | O/TAKE Overtaking Manoeuvre | ATS DEF Traffic Lights Defective |
| | GV Goods Vehicle | STL Street Lights | S.VEH Single Vehicle | SIGNS Road Signs Defective or Obscured |
| | M/C Motor Cycle | USL Street Lights Unlit | | RD WRKS Road Works |
| | P/C Pedal Cycle | NSL No Street Lights | | Surface Road Surface Defective |
| | PSV Bus/Coach | STU Street Lights Unknown | | |

P-PRINT CRASH REPORT

Site One #2 - Everton FC 2014-2017

| No | Location | Severity | Date | Day | Time | Street Lighting | Road Surface | Weather | Special Conditions | Factors | Involved |
|----|--|----------|------------|-----|-------|-----------------|--------------|---|--------------------|---------|----------------------------|
| 52 | Road No A5053 Section Grid 334057E Ref 391077N | SLIGHT | 03/01/2014 | 6 | 17:12 | DRK STL | Wet/Damp | Rain | NONE | R.TURN | |
| | A5053 LEEDS STREET, at its Junction with B5182 PALL MALL, LIVERPOOL, MERSEYSIDE | | | | | | | | | | |
| | | | | | | | | Veh1 W -> S Veh2 E -> W | | | Casualties 4 Vehicles 2 |
| 53 | Road No A5053 Section Grid 333903E Ref 391053N | SLIGHT | 10/01/2014 | 6 | 18:00 | DRK STL | Wet/Damp | Rain | NONE | | |
| | A5053 LEEDS STREET, at its Junction with A565 GREAT HOWARD STREET, LIVERPOOL | | | | | | | | | | |
| | | | | | | | | Veh1 SW -> E Veh2 N -> E | | | Casualties 1 Vehicles 2 |
| 54 | Road No U Section Grid 333646E Ref 391637N | SLIGHT | 04/03/2014 | 3 | 12:45 | L | Dry | Fine | NONE | S.VEH | GV |
| | Unclassified Road VULCAN STREET, at its Junction with Unclassified Road WATERLOO ROAD, LIVERPOOL, MERSEYSIDE | | | | | | | | | | |
| | | | | | | | | Veh1 E -> W | | | Casualties 1 Vehicles 1 |
| 55 | Road No A5036 Section Grid 333635E Ref 392400N | SERIOUS | 22/03/2014 | 7 | 13:10 | L | Wet/Damp | Fine | 6 | | |
| | A5036 REGENT ROAD, at its Junction with Unclassified Road FULTON STREET, LIVERPOOL, MERSEYSIDE | | | | | | | | | | |
| | | | | | | | | Veh1 N -> S Veh2 P -> P Veh3 P -> P | | | Casualties 2 Vehicles 3 |

| Key | Involved | Pedestrian | Special Conditions |
|-----|---------------------|----------------------|----------------------------|
| | | | |
| PED | PED | | ATS OUT |
| HGV | Heavy Goods Vehicle | Right Turn Manoeuvre | Traffic Lights Not Working |
| GV | Goods Vehicle | Overtaking Manoeuvre | ATS DEF |
| M/C | Motor Cycle | Single Vehicle | SIGNS |
| P/C | Pedal Cycle | | RD WRKS |
| PSV | Bus/Coach | | Road Works |
| | | | Road Surface Defective |

P-PRINT CRASH REPORT

Site One #2 - Everton FC 2014-2017

| No | Location | Severity | Date | Day | Time | Street Lighting | Road Surface | Weather | Special Conditions | Factors | Involved |
|----|---|----------|---------------|-----|-------|-----------------|--------------|---------|--------------------|---------|----------------------------|
| 56 | Road No A565 Section Grid 333866E Ref 392196N | SERIOUS | 02/04/2014 | 4 | 22:20 | DRK STL | Dry | Fine | NONE | | |
| | A565 GREAT HOWARD STREET, at its Junction with Unclassified Road WALTER STREET, LIVERPOOL,, MERSEYSIDE, | | | | | | | | | | |
| | | | Veh1 W -> E | | | | | | | | |
| | | | Veh2 S -> N | | | | | | | | Casualties 3 Vehicles 2 |
| 57 | Road No A565 Section Grid 334023E Ref 390717N | SLIGHT | 16/04/2014 | 4 | 09:00 | L | Dry | Fine | NONE | | P/C |
| | A565 OLD HALL STREET, at its Junction with Unclassified Road EDMUND STREET, LIVERPOOL,, MERSEYSIDE, | | | | | | | | | | |
| | | | Veh1 SE -> NW | | | | | | | | |
| | | | Veh2 SE -> NW | | | | | | | | |
| 58 | Road No A5053 Section Grid 334057E Ref 391085N | SLIGHT | 25/05/2014 | 1 | 19:52 | L | Dry | Fine | NONE | | |
| | A5053 LEEDS STREET, at its Junction with B5187 PALL MALL, LIVERPOOL,, MERSEYSIDE, | | | | | | | | | | |
| | | | Veh1 E -> W | | | | | | | | |
| | | | Veh2 S -> N | | | | | | | | |
| 59 | Road No U Section Grid 333822E Ref 391653N | SLIGHT | 25/06/2014 | 4 | 16:50 | L | Dry | Fine | NONE | S.VEH | GV |
| | Unclassified Road PORTER STREET, 45 metres west of GREAT HOWARD STREET, LIVERPOOL,, MERSEYSIDE | | | | | | | | | | |
| | | | Veh1 W -> E | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | Casualties 1 Vehicles 1 |

| Key | Involved | Pedestrian | Street Lighting | FACTORS | Special Conditions |
|-----|-----------|---------------------|-----------------|---------|----------------------------|
| PED | PED | | L | R. TURN | ATS OUT |
| HGV | HGV | Heavy Goods Vehicle | Daylight | O/TAKE | Traffic Lights Not Working |
| GV | GV | Goods Vehicle | STL | S.VEH | ATS DEF |
| M/C | M/C | Motor Cycle | USL | | SIGNS |
| P/C | P/C | Pedal Cycle | NSL | | RD WRKS |
| PSV | Bus/Coach | | STU | | Road Works |
| | | | | | Road Surface Defective |

P-PRINT CRASH REPORT
Site One #2 - Everton FC 2014-2017

| Key | Involved | Street Lighting | | FACTORS | | Special Conditions | |
|-----|----------|---------------------|-----------|-----------------------|--------|--------------------|----------------------------------|
| | | L | Day/light | R.TURN | O/TAKE | ATS OUT | Traffic Lights Not Working |
| PED | PED | Pedestrian | | | | ATS DEF | Traffic Lights Defective |
| HGV | HGV | Heavy Goods Vehicle | | | S.VEH | SIGNS | Road Signs Defective or Obscured |
| GV | GV | Goods Vehicle | STL | Street Lights | | RD WRKS | Road Works |
| M/C | M/C | Motor Cycle | USL | Street Lights Unit | | Surface | Road Surface Defective |
| P/C | P/C | Pedal Cycle | NSL | No Street Lights | | | |
| PSV | PSV | Bus/Coach | STU | Street Lights Unknown | | | |

Special Conditions

Title: **Site One #2 - Everton FC 2018**

Requested output: **P - Print Crash Report**

Date: 30-May-2019

There were 8 reported crashes resulting in injury

P-PRINT CRASH REPORT
Site One #2 - Everton FC 2018

| Key | Involved | Street Lighting | | FACTORS | | Special Conditions | |
|-----|---------------------|-----------------|-----------------------|------------------|--|---|--|
| | | L | Daylight | R:TURN O/TAKE | Right Turn Manoeuvre Overtaking Manoeuvre Single Vehicle | ATS OUT Traffic Lights Not Working Traffic Lights Defective Road Signs Defective or Obscured Road Works Road Surface Defective | ATS DEF SIGNS RD WRKS Surface |
| PED | Pedestrian | | | | | | |
| HGV | Heavy Goods Vehicle | | | | | | |
| GV | Goods Vehicle | STL | Street Lights | S:VEH | | | |
| M/C | Motor Cycle | USL | Street Lights Unit | | | | |
| P/C | Pedal Cycle | NSL | No Street Lights | | | | |
| PSV | Bus/Coach | STU | Street Lights Unknown | | | | |

| Key | Involved | | Street Lighting | |
|-----|----------|---------------------|-----------------|-----------------------|
| | PED | Pedestrian | L | Daylight |
| | HGV | Heavy Goods Vehicle | | |
| | GV | Goods Vehicle | STL | Street Lights |
| | M/C | Motor Cycle | USL | Street Lights Unit |
| | P/C | Pedal Cycle | NSL | No Street Lights |
| | PSV | Bus/Coach | STU | Street Lights Unknown |

P-PRINT CRASH REPORT
Site One #2 - Everton FC 2018

| Key | Involved | Street Lighting | | FACTORS | | Special Conditions | |
|-----|----------|---------------------|-----------|-----------------------|--|---|--|
| | | L | Day/light | R. TURN O/TAKE | Right Turn Manoeuvre Overtaking Manoeuvre Single Vehicle | ATS OUT ATS DEF SIGNS RD WRKS Surface | Traffic Lights Not Working Traffic Lights Defective Road Signs Defective or Obscured Road Works Road Surface Defective |
| | PED | Pedestrian | | | | | |
| | HGV | Heavy Goods Vehicle | | | | | |
| | GV | Goods Vehicle | STL | Street Lights | | | |
| | M/C | Motor Cycle | USL | Street Lights Unit | | | |
| | P/C | Pedal Cycle | NSL | No Street Lights | | | |
| | PSV | Bus/Coach | STU | Street Lights Unknown | | | |

Special Conditions

B. MASA- Minimum Accessibility Standard Assessment

| | | | | |
|---|--|-----------------------|---|--------------|
| Proposal | BMD (D1) - Other Urban - Major & Large | | | |
| Address: | Bramley Moore Dock | | | |
| Completed By: | JMc | | | |
| 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 |
| 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 |
| Location | Housing Development: Is the development within 800m of a district or local centre (see Accessibility Maps) Other development: Is the density of existing local housing (i.e. within 800m) more than 30 houses per hectare (see Accessibility Maps) | Yes | 2 | 2 |
| | | No | 0 | |
| 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 | 1 |
| | | No | 0 | |
| External Layout | Are there barriers between site and local facilities or housing which restrict pedestrian access? Examples include 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 barriers | -2 | 1 |
| | | 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 |
| | | | Total (B) | 4 |
| Summary | Box A: Minimum Standard (from Table 3.1) | 2 | Comments to correct shortfall: N/A | |
| | Box B: Total Score | 4 | | |
| Access by Cycle | | | Points | Score |
| 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. | | | 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 |
| Location | Residential Development Is the development within 1500m of a district or local centre (see Accessibility Maps) Other development: Is the density of existing local housing (i.e. within 1500m) more than 30 houses per hectare (see Accessibility Maps) | Yes | 2 | 2 |
| | | 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 | 1 |
| | | No | 0 | |

| | | | | |
|---|--|-----------------------|---------------------------------------|--------------|
| External Access | The development is within 400m of an existing or proposed cycle route and / or proposes to create a link to a cycle route, or develop a route. | | 1 | 1 |
| | The development is not within 400m of an existing or proposed cycle route. | | -1 | |
| Other | Development includes cycle parking, shower facilities and lockers for cyclists | Yes | 1 | 1 |
| | | No | 0 | |
| Total (B): | | | | 5 |
| Summary | Box A: Minimum Standard (From Table 3.1) | 5 | Comments to correct shortfall: | |
| | Box B: Total Score | 5 | | |
| 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? | Yes | 2 | 2 |
| | | No | 0 | |
| | Are there barriers on direct and safe pedestrian 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 stop infrastructure. | There are barriers | 0 | 1 |
| | | There are no barriers | 1 | |
| Frequency | High (four or more bus services or trains an hour) | | 2 | 2 |
| | Medium (two or three bus services or trains an hour) | | 0 | |
| | Low (less than two bus services or trains an hour) | | 0 | |
| Other | The proposal contributes to bus priority measures serving the site | | 1 | 0 |
| | 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 | 1 |
| | The proposal contributes to an existing or new bus service | | 1 | 1 |
| Total (B): | | | | 7 |
| Summary | Box A: Minimum Standard (from Table 3.1) | 5 | Comments to correct shortfall: | |
| | Box B: Total Score | 7 | | |
| 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 |
| | Can the site be adequately serviced? If no, you must address service issues. | | | Yes |
| | Is the safety and convenience of other users (pedestrians, cyclists and public transport) affected by the proposal? If yes, you must address safety issues. | | | No |
| | Has access for the emergency services been provided? If no, you must provide emergency service provision. | | | Yes |
| | 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. | | | Yes |
| | The off-street parking provided is as advised in Section 4 for that development type. | Yes | 1 | 0 |
| | | No | 0 | |
| | The off-street parking provided is less than 75% of the amount advised in Section 4 for that development type (or shares | Yes | 2 | 2 |

| | | | | |
|---------|---|-----|--------------------------------|---|
| Parking | for that development type (or shares parking provision with another development) | No | 0 | 2 |
| | For development in controlled parking zones: | | | |
| | Is the proposal for a car free development? | Yes | 1 | 0 |
| | | No | 0 | |
| | Supports the control or removal of on-street parking spaces (inc provision of disabled spaces), or contributes to other identified measures in the local parking strategy (including car clubs) | Yes | 1 | 1 |
| | | No | 0 | |
| | | | Total (B): | 3 |
| Summary | Box A: Minimum Standard (From Table 3.1) | 3 | Comments to correct shortfall: | |
| | Box B: Total Score | 3 | | |

| | | | | |
|---|---|---|---|--------------|
| Proposal | | BMD (D2) - Other Urban - Major & Large | | |
| Address: | | Bramley Moore Dock | | |
| Completed By: | | JMc | | |
| <p>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.</p> | | | | |
| | | | | Yes |
| 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 |
| Location | Housing Development: Is the development within 800m of a district or local centre (see Accessibility Maps) Other development: Is the density of existing local housing (i.e. within 800m) more than 30 houses per hectare (see Accessibility Maps) | Yes | 2 | 2 |
| | | No | 0 | |
| 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 | 1 |
| | | No | 0 | |
| External Layout | Are there barriers between site and local facilities or housing which restrict pedestrian access? Examples include no dropped kerbs at crossings or on desire lines; steep gradients; a lack of a formall crossing where there is heavy traffic; security concerns, e.g. lack of lighting. | There are barriers | -2 | 1 |
| | | 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 |
| | | | Total (B) | 4 |
| Summary | Box A: Minimum Standard (from Table 3.1) | 2 | Comments to correct shortfall: N/A | |
| | Box B: Total Score | 4 | | |
| Access by Cycle | | | Points | Score |
| 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. | | | 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 |
| Location | Residential Development Is the development within 1500m of a district or local centre (see Accessibility Maps) Other development: Is the density of existing local housing (i.e. within 1500m) more than 30 houses per hectare (see Accessibility Maps) | Yes | 2 | 2 |
| | | 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 | 1 |
| | | No | 0 | |

| | | | | |
|---|--|-----------------------|---------------------------------------|--------------|
| External Access | The development is within 400m of an existing or proposed cycle route and / or proposes to create a link to a cycle route, or develop a route. | | 1 | 1 |
| | The development is not within 400m of an existing or proposed cycle route. | | -1 | |
| Other | Development includes cycle parking, shower facilities and lockers for cyclists | Yes | 1 | 1 |
| | | No | 0 | |
| Total (B) | | | | 5 |
| Summary | Box A: Minimum Standard (From Table 3.1) | 5 | Comments to correct shortfall: | |
| | Box B: Total Score | 5 | | |
| 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? | Yes | 2 | 2 |
| | | No | 0 | |
| | Are there barriers on direct and safe pedestrian 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 stop infrastructure. | There are barriers | 0 | 1 |
| | | There are no barriers | 1 | |
| Frequency | High (four or more bus services or trains an hour) | | 2 | 2 |
| | Medium (two or three bus services or trains an hour) | | 0 | |
| | Low (less than two bus services or trains an hour) | | 0 | |
| Other | The proposal contributes to bus priority measures serving the site | | 1 | 0 |
| | 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 | 1 |
| | The proposal contributes to an existing or new bus service | | 1 | 1 |
| Total (B): | | | | 7 |
| Summary | Box A: Minimum Standard (from Table 3.1) | 5 | Comments to correct shortfall: | |
| | Box B: Total Score | 7 | | |
| 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 |
| | Can the site be adequately serviced? If no, you must address service issues. | | | Yes |
| | Is the safety and convenience of other users (pedestrians, cyclists and public transport) affected by the proposal? If yes, you must address safety issues. | | | No |
| | Has access for the emergency services been provided? If no, you must provide emergency service provision. | | | Yes |
| | 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. | | | Yes |
| | The off-street parking provided is as advised in Section 4 for that development type. | Yes | 1 | 0 |
| | | No | 0 | |

| | | | | | |
|------------|---|---|--------------------------------|---|---|
| Parking | The off-street parking provided is less than 75% of the amount advised in Section 4 for that development type (or shares parking provision with another development) | | Yes | 2 | 2 |
| | | | No | 0 | |
| | For development in controlled parking zones: | | | | |
| | Is the proposal for a car free development? | | Yes | 1 | 0 |
| | | | No | 0 | |
| | Supports the control or removal of on-street parking spaces (inc provision of disabled spaces), or contributes to other identified measures in the local parking strategy (including car clubs) | | Yes | 1 | 1 |
| | | | No | 0 | |
| Total (B): | | | | 3 | |
| Summary | Box A: Minimum Standard (From Table 3.1) | 3 | Comments to correct shortfall: | | |
| | Box B: Total Score | 3 | | | |

C. Transport Strategy- Traffic Management Measures

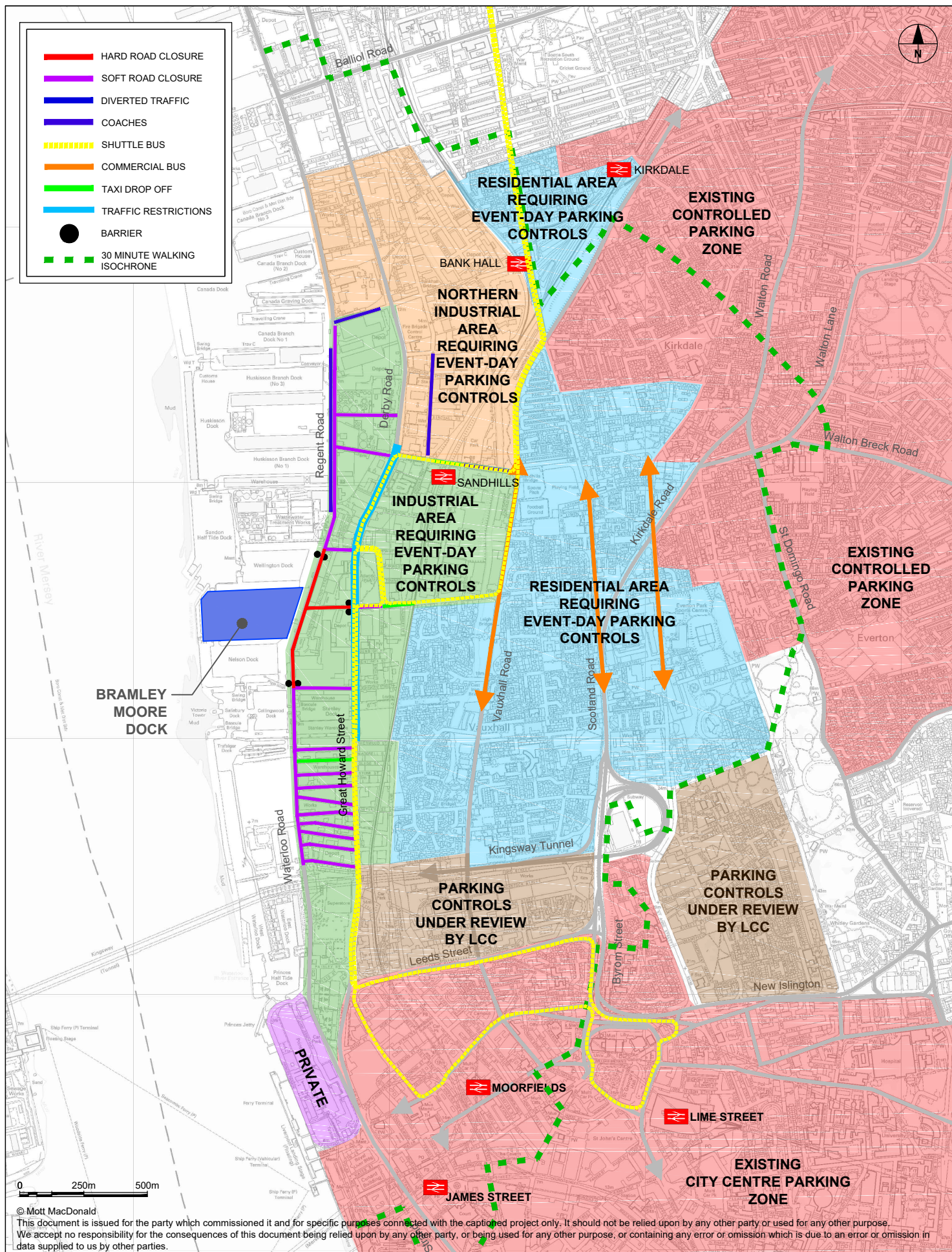
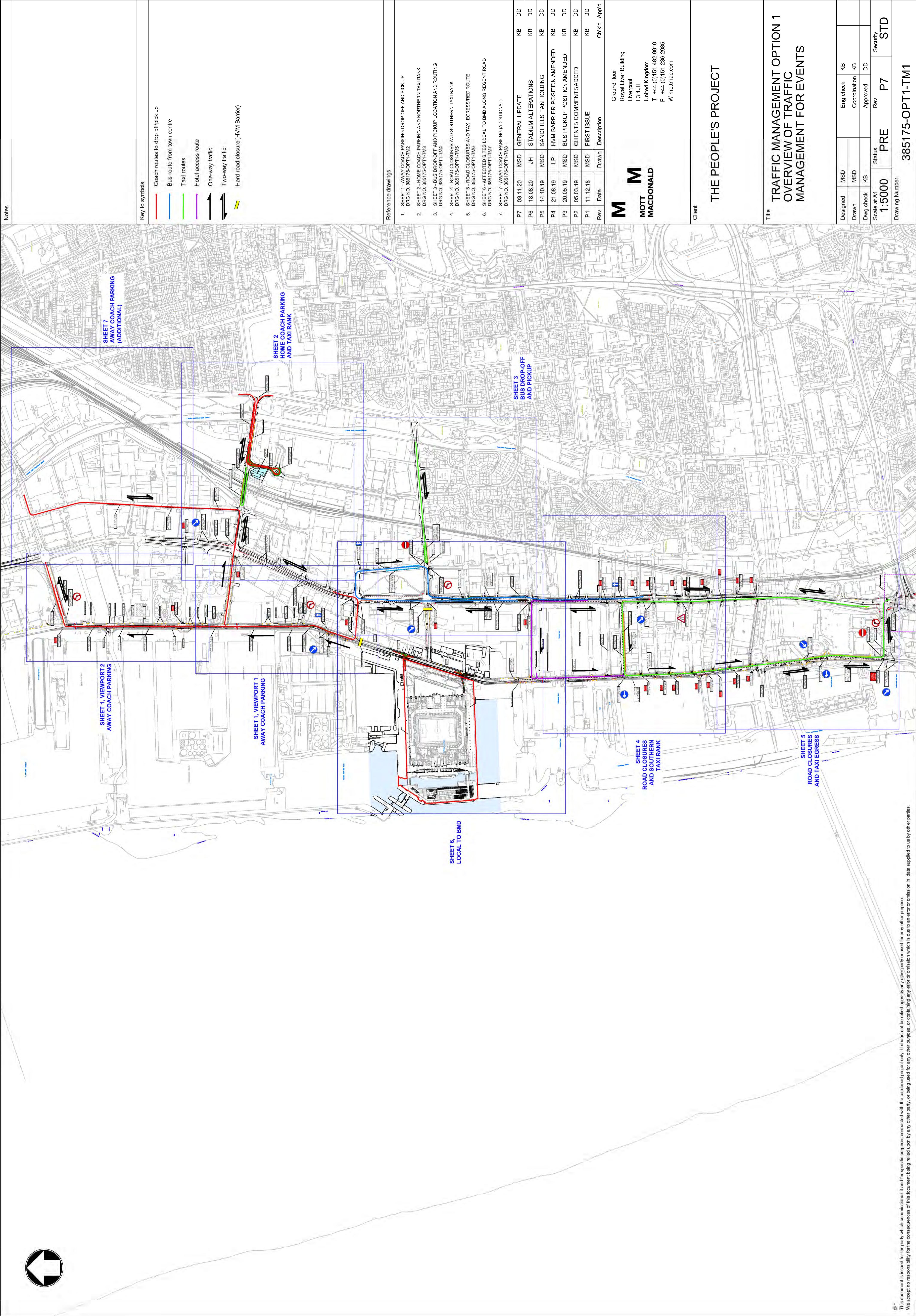


Figure X.X Transport Strategy



Notes

Key to symbols

- Coach routes to ddp off/stop up
- Bus route from town centre
- Taxi routes
- Hotel access route
- One-way traffic
- Two-way traffic
- Hard road closure (HVM Barrier)

- Reference drawings
- SHEET 1 - AWAY COACH PARKING DROP-OFF AND PICKUP
DRG NO. 385175-0PT1-TM2
 - SHEET 2 - HOME COACH PARKING AND NORTHERN TAXI RANK
DRG NO. 385175-0PT1-TM3
 - SHEET 3 - BUS DROP-OFF AND PICKUP LOCATION AND ROUTING
DRG NO. 385175-0PT1-TM4
 - SHEET 4 - ROAD CLOSURES AND SOUTHERN TAXI RANK
DRG NO. 385175-0PT1-TM5
 - SHEET 5 - ROAD CLOSURES AND TAXI EGRESS ROUTE
DRG NO. 385175-0PT1-TM6
 - SHEET 6 - AFFECTED SITES LOCAL TO BMD ALONG REGENT ROAD
DRG NO. 385175-0PT1-TM7
 - SHEET 7 - AWAY COACH PARKING (ADDITIONAL)
DRG NO. 385175-0PT1-TM8

| Rev | Date | Drawn | Description | Ch'k'd | App'd |
|-----|----------|-------|------------------------------|--------|-------|
| P7 | 03.11.20 | MSD | GENERAL UPDATE | KB | DD |
| P6 | 18.08.20 | JH | STADIUM ALTERATIONS | KB | DD |
| P5 | 14.10.19 | MSD | SANDHILLS FAN HOLDING | KB | DD |
| P4 | 21.08.19 | LP | HVM BARRIER POSITION AMENDED | KB | DD |
| P3 | 20.05.19 | MSD | BUS PICKUP POSITION AMENDED | KB | DD |
| P2 | 05.03.19 | MSD | CLIENTS COMMENTS ADDED | KB | DD |
| P1 | 11.12.18 | MSD | FIRST ISSUE | KB | DD |

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Client

THE PEOPLE'S PROJECT

Title

TRAFFIC MANAGEMENT OPTION 1
OVERVIEW OF TRAFFIC
MANAGEMENT FOR EVENTS

| | | | | | |
|----------------|-----------------|--------|--------------|----|----------|
| Designed | MSD | | Eng check | KB | |
| Drawn | MSD | | Coordination | KB | |
| Dwg check | KB | | Approved | DD | |
| Scale at A1 | 1:5000 | Status | Rev | P7 | Security |
| Drawing Number | 385175-0PT1-TM1 | | | | |
| | | | | | STD |

