

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	CLIENT'S COMMENTS ADDED	KB	DD
P1	11.12.18	MSD	FIRST ISSUE	KB	DD
Rev	Date	Drawn	Description	Chk'd	App'd

M
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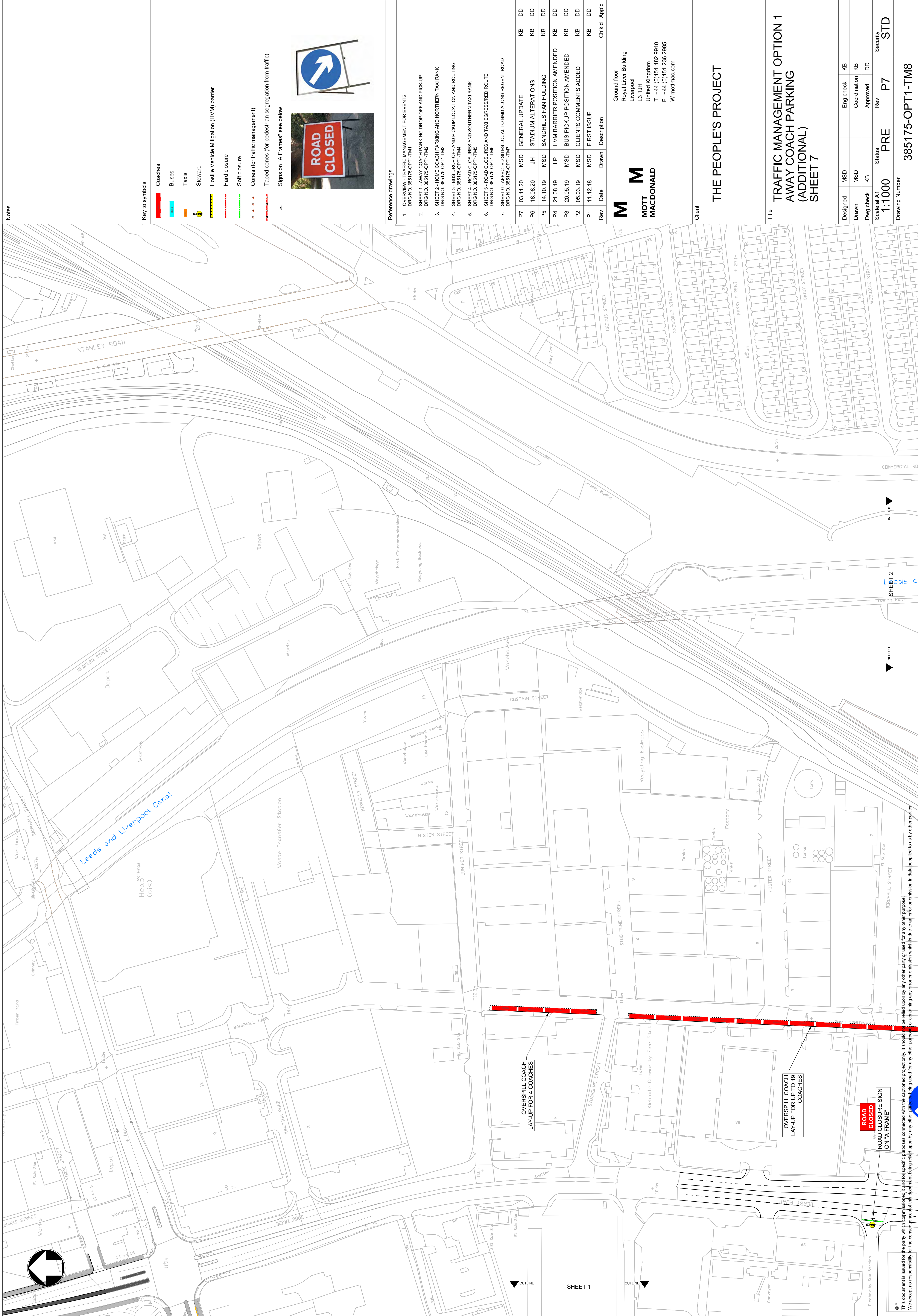
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THE PEOPLE'S PROJECT

**TRAFFIC MANAGEMENT OPTION 1
AFFECTED SITES LOCAL TO BMD
ALONG REGENT ROAD
SHEET 6**

Designed	MSD	MSD	Eng check		
Drawn	MSD	MSD	Coordination	KB	
Dwg check	KB		Approved	DD	
Scale at A1	Status	Rev	Security		
1:1250	PRE	P7	STD		
Drawing Number 385175-OPT1-TM7					



Reference	drawings
1.	OVERVIEW - TRAFFIC MANAGEMENT FOR EVENTS DRG NO. 385175-OP1-TM1
2.	SHEET 1 - AWAY COACH PARKING DROP-OFF AND PICK-UP DRG NO. 385175-OP1-TM2
3.	SHEET 2 - HOME COACH PARKING AND NORTHERN TAXI RANK DRG NO. 385175-OP1-TM3
4.	SHEET 3 - BUS DROP-OFF AND PICKUP LOCATION AND ROUTING DRG NO. 385175-OP1-TM4
5.	SHEET 4 - ROAD CLOSURES AND SOUTHERN TAXI RANK DRG NO. 385175-OP1-TM5
6.	SHEET 5 - ROAD CLOSURES AND TAXI EGRESSED ROUTE DRG NO. 385175-OP1-TM6
7.	SHEET 6 - AFFECTED SITES LOCAL TO BMD ALONG REGENT ROAD DRG NO. 385175-OP1-TM7

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	CUSTOMERS COMMENTS ADDED		KB	DD
P1	11.12.18	MSD	FIRST ISSUE		KB	DD
Rev	Date	Drawn	Description		Chkd	App'd

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THE PEOPLE'S PROJECT

Title

**TRAFFIC MANAGEMENT OPTION 1
AWAY COACH PARKING
(ADDITIONAL)
SHEET 7**

Designed	MSD	Eng check	KB	Security	STD
Drawn	MSD	Coordination	KB		
Dwg check	MSD	Approved	DD		
Scale at A1	1:1000	PRE	Rev	P7	STD
Drawing Number 385175-OPT1-TM8					

D. TRICS Data

Calculation Reference: AUDIT-704103-190521-0523

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : S - EXHIBITION CENTRE
 VEHICLES

Selected regions and areas:

06	WEST MIDLANDS	
	HE	HEREFORDSHIRE
		1 days
08	NORTH WEST	
	GM	GREATER MANCHESTER
		1 days
10	WALES	
	RC	RHONDDA CYNON TAFF
		1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 932 to 2500 (units: sqm)
 Range Selected by User: 250 to 35000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 20/06/17

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre	1
Edge of Town	1
Free Standing (PPS6 Out of Town)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	1
Built-Up Zone	1
Out of Town	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

D1	3 days
----	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
10,001 to 15,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5	3 days
------------	--------

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	3 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	3 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

- | | | | |
|---|----------------------------------|--------------------|---------------------|
| 1 | GM-07-S-01 | CONFERENCE CENTRE | GREATER MANCHESTER |
| | HUDDERSFIELD ROAD | | |
| | OLDHAM | | |
| | SCOUTHEAD | | |
| | Edge of Town | | |
| | Out of Town | | |
| | Total Gross floor area: | 2100 sqm | |
| | Survey date: | FRIDAY 24/05/13 | Survey Type: MANUAL |
| 2 | HE-07-S-01 | CONFERENCE CENTRE | HEREFORDSHIRE |
| | CONINGSBY STREET | | |
| | HEREFORD | | |
| | Edge of Town Centre | | |
| | Built-Up Zone | | |
| | Total Gross floor area: | 932 sqm | |
| | Survey date: | TUESDAY 22/10/13 | Survey Type: MANUAL |
| 3 | RC-07-S-01 | CONFERENCE CENTRE | RHONDDA CYNON TAFF |
| | CEFN COED | | |
| | NEAR CAERPHILLY | | |
| | NANTGARW | | |
| | Free Standing (PPS6 Out of Town) | | |
| | Industrial Zone | | |
| | Total Gross floor area: | 2500 sqm | |
| | Survey date: | WEDNESDAY 22/10/14 | Survey Type: MANUAL |

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HK-07-S-01	London
HM-07-S-01	Too Large

TRIP RATE for Land Use 07 - LEISURE/S - EXHIBITION CENTRE
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1716	0.495	2	1716	0.029	2	1716	0.524
08:00 - 09:00	3	1844	2.368	3	1844	0.072	3	1844	2.440
09:00 - 10:00	3	1844	0.163	3	1844	0.036	3	1844	0.199
10:00 - 11:00	3	1844	0.108	3	1844	0.163	3	1844	0.271
11:00 - 12:00	3	1844	0.072	3	1844	0.181	3	1844	0.253
12:00 - 13:00	3	1844	0.199	3	1844	0.235	3	1844	0.434
13:00 - 14:00	3	1844	0.271	3	1844	0.235	3	1844	0.506
14:00 - 15:00	3	1844	0.163	3	1844	0.615	3	1844	0.778
15:00 - 16:00	3	1844	0.199	3	1844	0.578	3	1844	0.777
16:00 - 17:00	3	1844	0.036	3	1844	0.994	3	1844	1.030
17:00 - 18:00	3	1844	0.018	3	1844	0.578	3	1844	0.596
18:00 - 19:00	2	1716	0.029	2	1716	0.175	2	1716	0.204
19:00 - 20:00	1	932	3.541	1	932	0.000	1	932	3.541
20:00 - 21:00	1	932	0.215	1	932	0.000	1	932	0.215
21:00 - 22:00	1	932	0.000	1	932	3.755	1	932	3.755
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.877			7.646			15.523

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	932 - 2500 (units: sqm)
Survey date date range:	01/01/11 - 20/06/17
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 07 - LEISURE/I - ART GALLERIES/MUSEUMS/EXHIBITIONS
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	4	2266	0.276	4	2266	0.066	4	2266	0.342
10:00 - 11:00	4	2266	0.265	4	2266	0.143	4	2266	0.408
11:00 - 12:00	4	2266	0.254	4	2266	0.265	4	2266	0.519
12:00 - 13:00	4	2266	0.177	4	2266	0.177	4	2266	0.354
13:00 - 14:00	4	2266	0.243	4	2266	0.243	4	2266	0.486
14:00 - 15:00	4	2266	0.243	4	2266	0.298	4	2266	0.541
15:00 - 16:00	4	2266	0.232	4	2266	0.342	4	2266	0.574
16:00 - 17:00	4	2266	0.121	4	2266	0.254	4	2266	0.375
17:00 - 18:00	4	2266	0.088	4	2266	0.132	4	2266	0.220
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.899			1.920			3.819

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	1325 - 4450 (units: sqm)
Survey date date range:	01/01/11 - 25/10/18
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-704103-190521-0531

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : C - PUB/RESTAURANT

VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
11	SCOTLAND	
	RF RENFREWSHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 720 to 1550 (units: sqm)
 Range Selected by User: 500 to 2384 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 10/10/17

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days
Friday	2 days

*This data displays the number of selected surveys by day of the week.*Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	2

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	1
Retail Zone	1
Village	1
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

AA

5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000

2 days

10,001 to 15,000

1 days

15,001 to 20,000

1 days

25,001 to 50,000

1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000

1 days

125,001 to 250,000

3 days

250,001 to 500,000

1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less

1 days

0.6 to 1.0

1 days

1.1 to 1.5

3 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No

5 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present

5 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	LN-06-C-01 CRUSADER ROAD LINCOLN NEW BOULTHAM Edge of Town Retail Zone Total Gross floor area: <i>Survey date: TUESDAY</i>	FLAMING GRILL 760 sqm 10/10/17	LINCOLNSHIRE	<i>Survey Type: MANUAL</i>
2	RF-06-C-01 SATURN AVENUE PAISLEY Neighbourhood Centre (PPS6 Local Centre) No Sub Category Total Gross floor area: <i>Survey date: FRIDAY</i>	PUB/RESTAURANT 1100 sqm 20/06/14	RENFREWSHIRE	<i>Survey Type: MANUAL</i>
3	SF-06-C-02 CLIFF ROAD IPSWICH Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: <i>Survey date: FRIDAY</i>	PUB/RESTAURANT 875 sqm 18/09/15	SUFFOLK	<i>Survey Type: MANUAL</i>
4	ST-06-C-01 STONE ROAD STOKE-ON-TRENT TRENTHAM Edge of Town Residential Zone Total Gross floor area: <i>Survey date: WEDNESDAY</i>	HARVESTER 720 sqm 23/10/13	STAFFORDSHIRE	<i>Survey Type: MANUAL</i>
5	WY-06-C-04 GELDERD ROAD NEAR LEEDS GILDERSOME Neighbourhood Centre (PPS6 Local Centre) Village Total Gross floor area: <i>Survey date: MONDAY</i>	FAYRE & SQUARE 1550 sqm 19/10/15	WEST YORKSHIRE	<i>Survey Type: MANUAL</i>

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BN-06-C-01	London
EN-06-C-01	London
GM-06-C-04	SMALL
HD-06-C-01	London
NR-06-C-01	SMALL

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	1550	0.065	1	1550	0.129	1	1550	0.194
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	5	1001	0.500	5	1001	0.300	5	1001	0.800
11:00 - 12:00	5	1001	0.699	5	1001	0.220	5	1001	0.919
12:00 - 13:00	5	1001	1.578	5	1001	0.959	5	1001	2.537
13:00 - 14:00	5	1001	1.219	5	1001	1.199	5	1001	2.418
14:00 - 15:00	5	1001	0.639	5	1001	1.459	5	1001	2.098
15:00 - 16:00	5	1001	0.519	5	1001	0.480	5	1001	0.999
16:00 - 17:00	5	1001	0.959	5	1001	0.639	5	1001	1.598
17:00 - 18:00	5	1001	1.339	5	1001	0.779	5	1001	2.118
18:00 - 19:00	5	1001	1.778	5	1001	1.219	5	1001	2.997
19:00 - 20:00	5	1001	1.459	5	1001	1.419	5	1001	2.878
20:00 - 21:00	5	1001	0.879	5	1001	1.299	5	1001	2.178
21:00 - 22:00	5	1001	0.380	5	1001	1.059	5	1001	1.439
22:00 - 23:00	5	1001	0.260	5	1001	1.119	5	1001	1.379
23:00 - 24:00	4	976	0.128	4	976	0.205	4	976	0.333
Total Rates:			12.401			12.484			24.885

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	720 - 1550 (units: sqm)
Survey date date range:	01/01/11 - 10/10/17
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	5

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-704103-190513-0513

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : B - RESTAURANTS

VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BT BRENT	1 days
	EN ENFIELD	1 days
02	SOUTH EAST	
	HC HAMPSHIRE	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	2 days
11	SCOTLAND	
	RF RENFREWSHIRE	1 days
12	CONNAUGHT	
	RO ROSCOMMON	1 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 150 to 736 (units: sqm)
 Range Selected by User: 75 to 2400 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 12/07/18

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*Selected survey days:

Monday	2 days
Tuesday	2 days
Thursday	2 days
Friday	3 days

*This data displays the number of selected surveys by day of the week.*Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Neighbourhood Centre (PPS6 Local Centre)	6

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*Selected Location Sub Categories:

Development Zone	2
Residential Zone	2
Village	1
High Street	3
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

A3	9 days
----	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,000 or Less	1 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	3 days
50,001 to 100,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,000 or Less	1 days
25,001 to 50,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	5 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	3 days
2.1 to 2.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	8 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	7 days
3 Moderate	1 days
5 Very Good	1 days

This data displays the number of selected surveys with PTAL Ratings.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	370	0.000	1	370	0.270	1	370	0.270
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	175	0.571	1	175	0.571	1	175	1.142
10:00 - 11:00	5	235	1.362	5	235	0.596	5	235	1.958
11:00 - 12:00	8	325	1.192	8	325	0.769	8	325	1.961
12:00 - 13:00	8	325	2.499	8	325	1.269	8	325	3.768
13:00 - 14:00	8	325	1.730	8	325	2.345	8	325	4.075
14:00 - 15:00	8	325	0.961	8	325	1.423	8	325	2.384
15:00 - 16:00	9	330	0.808	9	330	1.043	9	330	1.851
16:00 - 17:00	9	330	0.942	9	330	0.673	9	330	1.615
17:00 - 18:00	9	330	1.582	9	330	0.976	9	330	2.558
18:00 - 19:00	9	330	2.154	9	330	1.481	9	330	3.635
19:00 - 20:00	9	330	1.986	9	330	1.683	9	330	3.669
20:00 - 21:00	9	330	1.515	9	330	2.120	9	330	3.635
21:00 - 22:00	9	330	1.178	9	330	1.616	9	330	2.794
22:00 - 23:00	9	330	0.471	9	330	1.077	9	330	1.548
23:00 - 24:00	9	330	0.067	9	330	0.841	9	330	0.908
Total Rates:			19.018			18.753			37.771

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	150 - 736 (units: sqm)
Survey date date range:	01/01/11 - 12/07/18
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	714	0.140	1	714	0.000	1	714	0.140
08:00 - 09:00	2	1157	0.130	2	1157	0.000	2	1157	0.130
09:00 - 10:00	2	1157	2.463	2	1157	1.642	2	1157	4.105
10:00 - 11:00	2	1157	2.636	2	1157	1.772	2	1157	4.408
11:00 - 12:00	2	1157	1.901	2	1157	1.815	2	1157	3.716
12:00 - 13:00	2	1157	1.685	2	1157	1.729	2	1157	3.414
13:00 - 14:00	2	1157	2.161	2	1157	2.550	2	1157	4.711
14:00 - 15:00	2	1157	2.031	2	1157	1.858	2	1157	3.889
15:00 - 16:00	2	1157	2.074	2	1157	1.772	2	1157	3.846
16:00 - 17:00	2	1157	2.463	2	1157	2.031	2	1157	4.494
17:00 - 18:00	2	1157	2.204	2	1157	2.766	2	1157	4.970
18:00 - 19:00	2	1157	2.031	2	1157	2.723	2	1157	4.754
19:00 - 20:00	2	1157	1.296	2	1157	1.988	2	1157	3.284
20:00 - 21:00	2	1157	0.000	2	1157	0.389	2	1157	0.389
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		23.215			23.035			46.250	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	714 - 1600 (units: sqm)
Survey date date range:	01/01/11 - 20/10/18
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

E. Traffic Flow Diagrams

2023 Base AM

1.042

Jctn 9	A	B	C
A		16	527
B	27		17
C	298	47	

Jctn 8	A	B	C
A		15	516
B	10		144
C	350	13	

Jctn 7	A	B	C	D
A		15	516	0
B	10		144	0
C	350	120		0
D	0	0	0	

Jctn 6	A	B	C
A		47	610
B	2		95
C	468	11	

Jctn 5	A	B	C
A		0	189
B			
C	278	0	

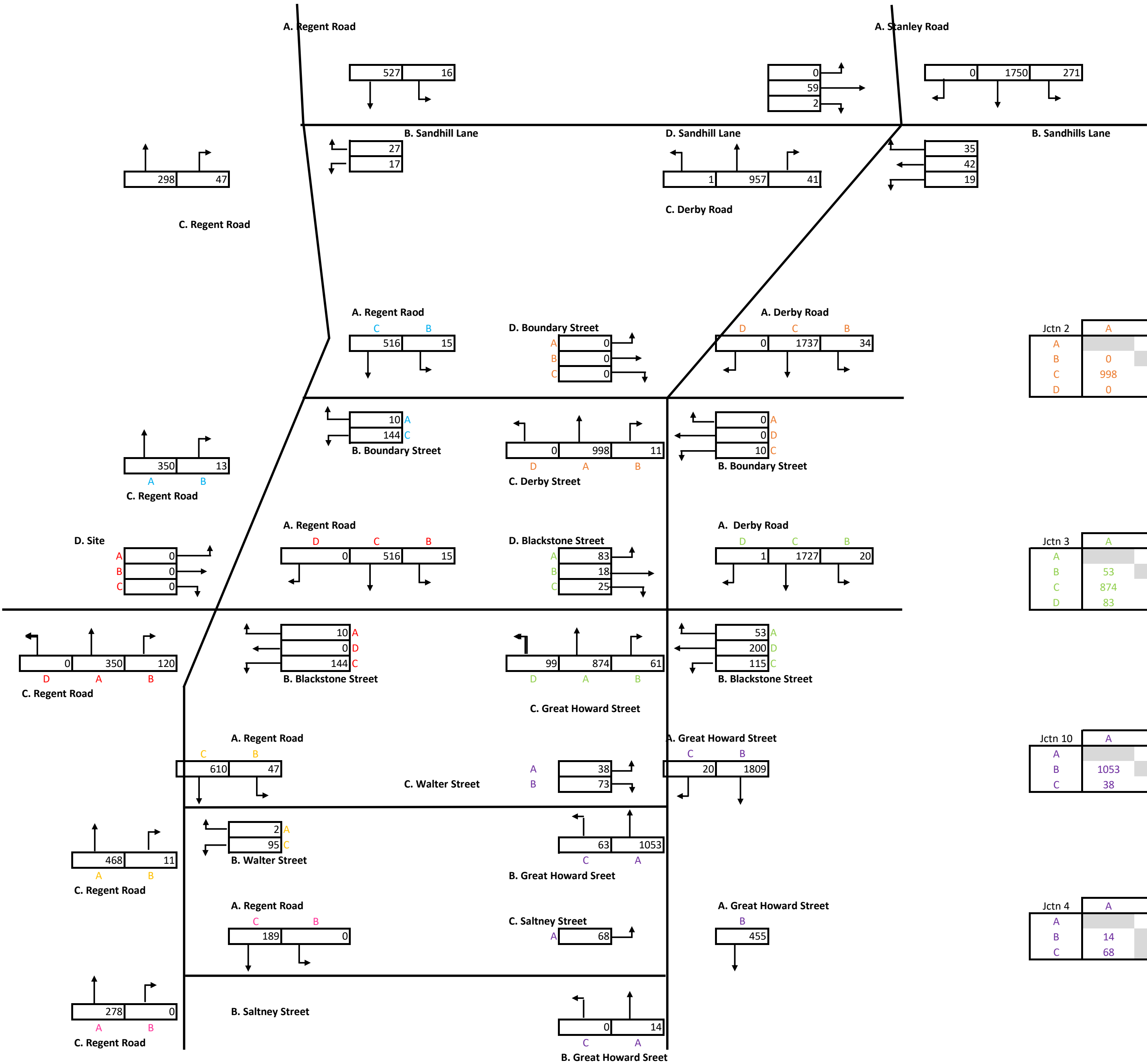
Jctn 1	A	B	C	D
A		271	1750	0
B	35		19	42
C	957	41		1
D	0	59	2	

Jctn 2	A	B	C	D
A		34	1737	0
B	0		10	0
C	998	11		0
D	0	0	0	

Jctn 3	A	B	C	D
A		20	1727	1
B	53		115	200
C	874	61		99
D	83	18	25	

Jctn 10	A	B	C
A		1809	20
B	1053		63
C	38	73	

Jctn 4	A	B	C
A		455	
B	14		0
C	68		



2023 Base + Event AM

1.042

Jctn 9	A	B	C
A		16	568
B	27		42
C	300	48	

Jctn 8	A	B	C
A		15	582
B	10		169
C	354	14	

Jctn 7	A	B	C	D
A		15	516	91
B	10		144	58
C	350	120		64
D	5	4	4	

Jctn 6	A	B	C
A		48	612
B	23		95
C	511	11	

Jctn 5	A	B	C
A		0	192
B			
C	278	0	

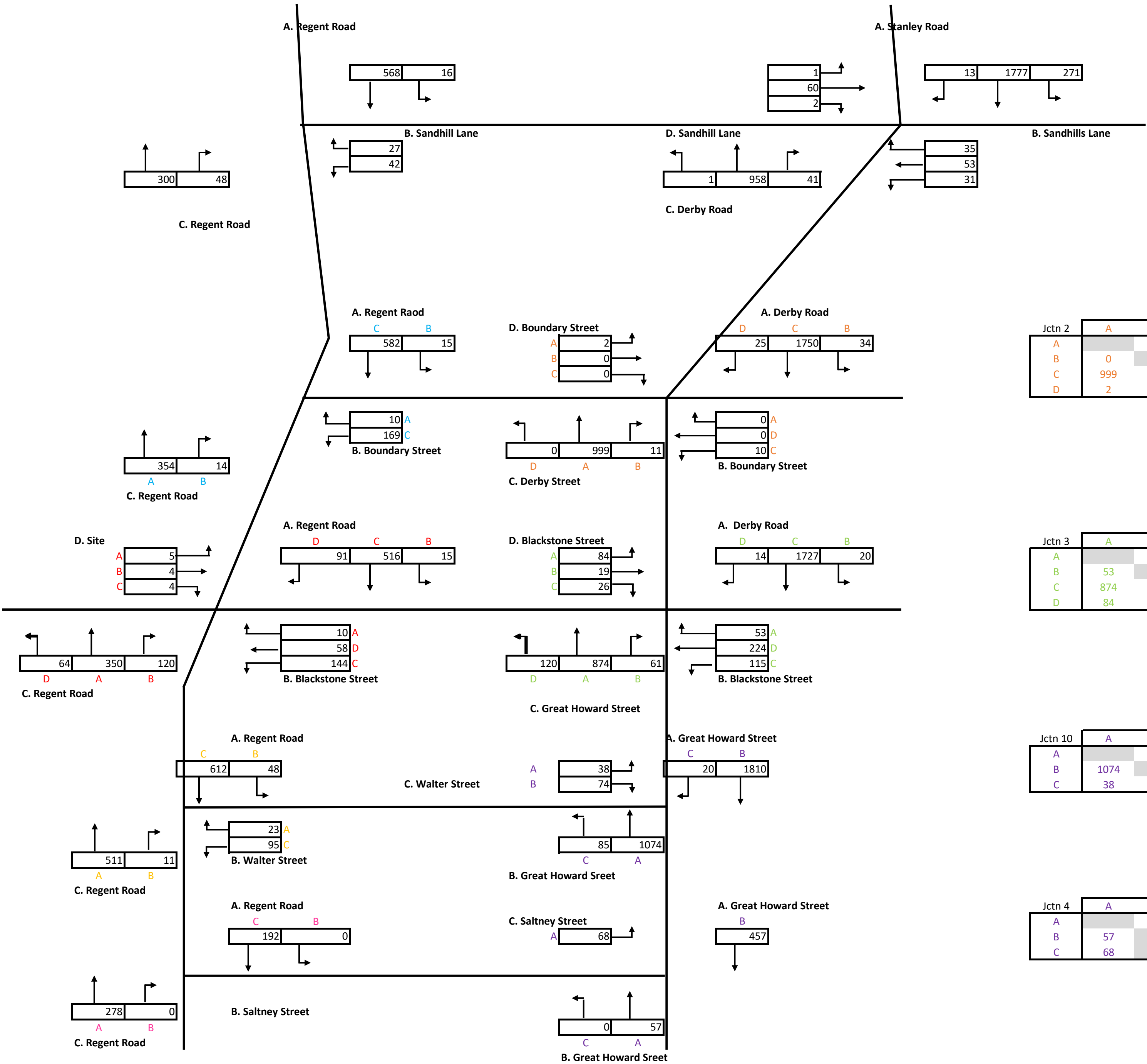
Jctn 1	A	B	C	D
A		271	1777	13
B	35		31	53
C	958	41		1
D	1	60	2	

Jctn 2	A	B	C	D
A		34	1750	25
B	0		10	0
C	999	11		0
D	2	0	0	

Jctn 3	A	B	C	D
A		20	1727	14
B	53		115	224
C	874	61		120
D	84	19	26	

Jctn 10	A	B	C
A		1810	20
B	1074		85
C	38	74	

Jctn 4	A	B	C
A		457	
B	57		0
C	68		



2023 Base + No Event AM

1.042

Jctn 9	A	B	C
A		16	535
B	27		21
C	299	48	

Jctn 8	A	B	C
A		15	528
B	10		148
C	352	13	

Jctn 7	A	B	C	D
A		15	516	17
B	10		144	11
C	350	120		12
D	3	2	2	

Jctn 6	A	B	C
A		48	611
B	6		95
C	476	11	

Jctn 5	A	B	C
A		0	191
B			
C	278	0	

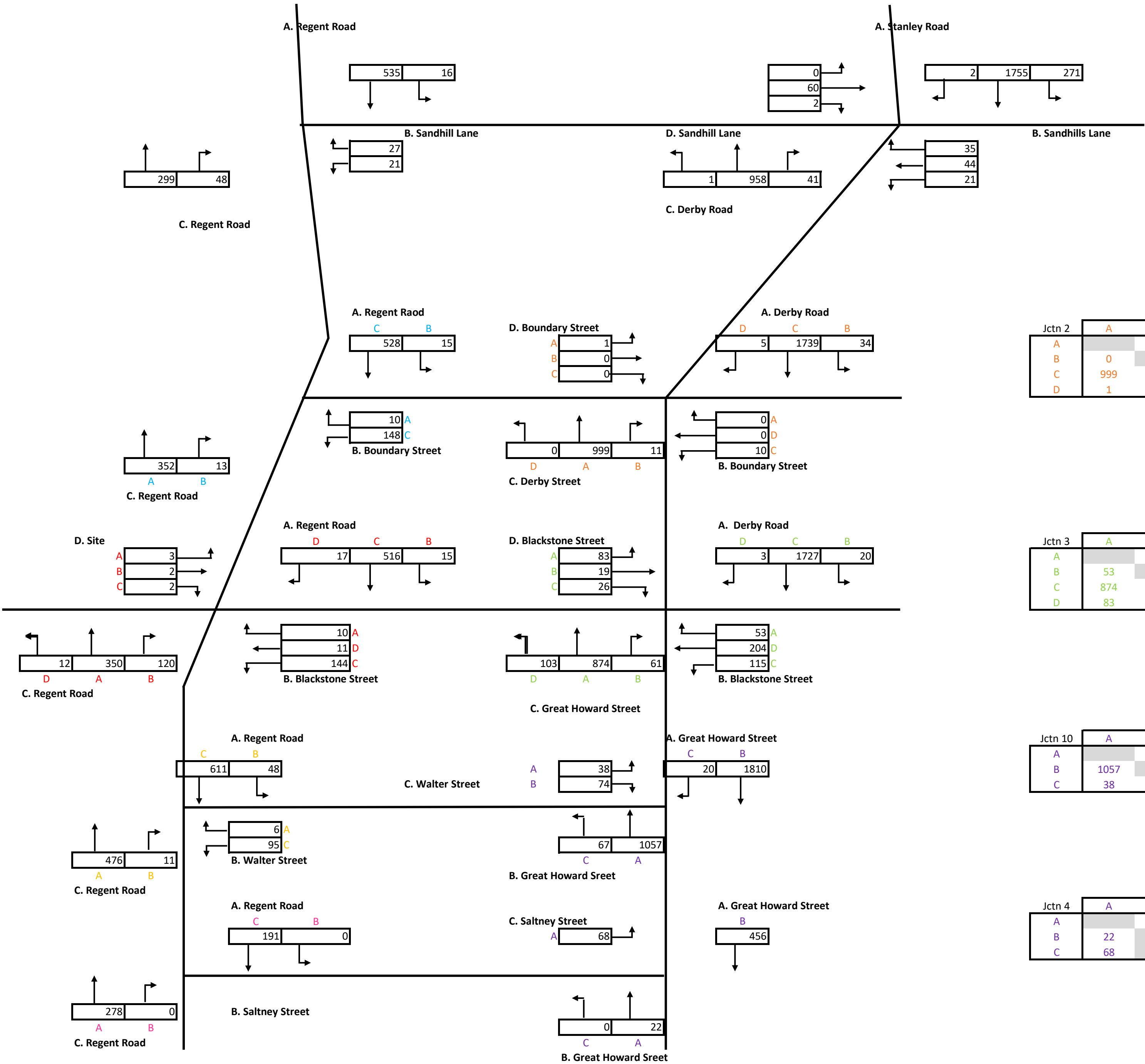
Jctn 1	A	B	C	D
A		271	1755	2
B	35		21	44
C	958	41		1
D	0	60	2	

Jctn 2	A	B	C	D
A		34	1739	5
B	0		10	0
C	999	11		0
D	1	0	0	

Jctn 3	A	B	C	D
A		20	1727	3
B	53		115	204
C	874	61		103
D	83	19	26	

Jctn 10	A	B	C
A		1810	20
B	1057		67
C	38	74	

Jctn 4	A	B	C
A		456	
B	22		0
C	68		



Jctn 9	A	B	C
A		68	303
B	8		28
C	805	79	

Jctn 8	A	B	C
A		4	337
B	22		141
C	866	2	

Jctn 7	A	B	C	D
A		4	337	0
B	22		141	0
C	866	21		0
D	0	0	0	

Jctn 6	A	B	C
A		6	484
B	4		78
C	1123	9	

Jctn 5	A	B	C
A		0	131
B			
C	236	0	

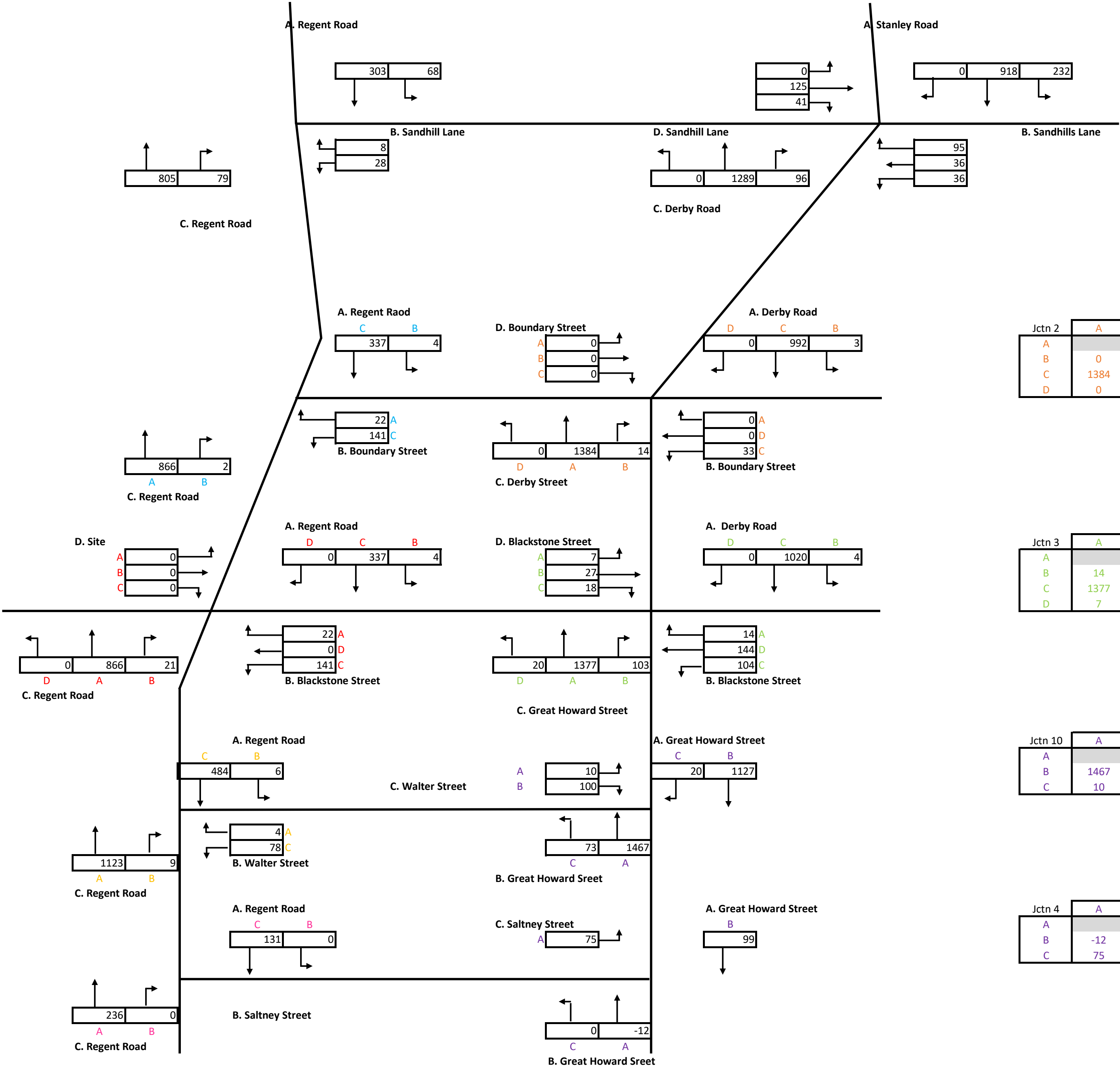
Jctn 1	A	B	C	D
A		232	918	0
B	95		36	36
C	1289	96		0
D	0	125	41	

Jctn 2	A	B	C	D
A		3	992	0
B	0		33	0
C	1384	14		0
D	0	0	0	

Jctn 3	A	B	C	D
A		4	1020	0
B	14		104	144
C	1377	103		20
D	7	27	18	

Jctn 10	A	B	C
A		1127	20
B	1467		73
C	10	100	

Jctn 4	A	B	C
A		99	
B	-12		0
C	75		



2023 Base + Event PM

1.04

Jctn 9	A	B	C
A		68	311
B	8		33
C	823	90	

Jctn 8	A	B	C
A		4	349
B	22		146
C	895	13	

Jctn 7	A	B	C	D
A		4	337	16
B	22		141	11
C	866	21		12
D	40	26	28	

Jctn 6	A	B	C
A		16	503
B	8		78
C	1130	9	

Jctn 5	A	B	C
A		0	150
B			
C	236	0	

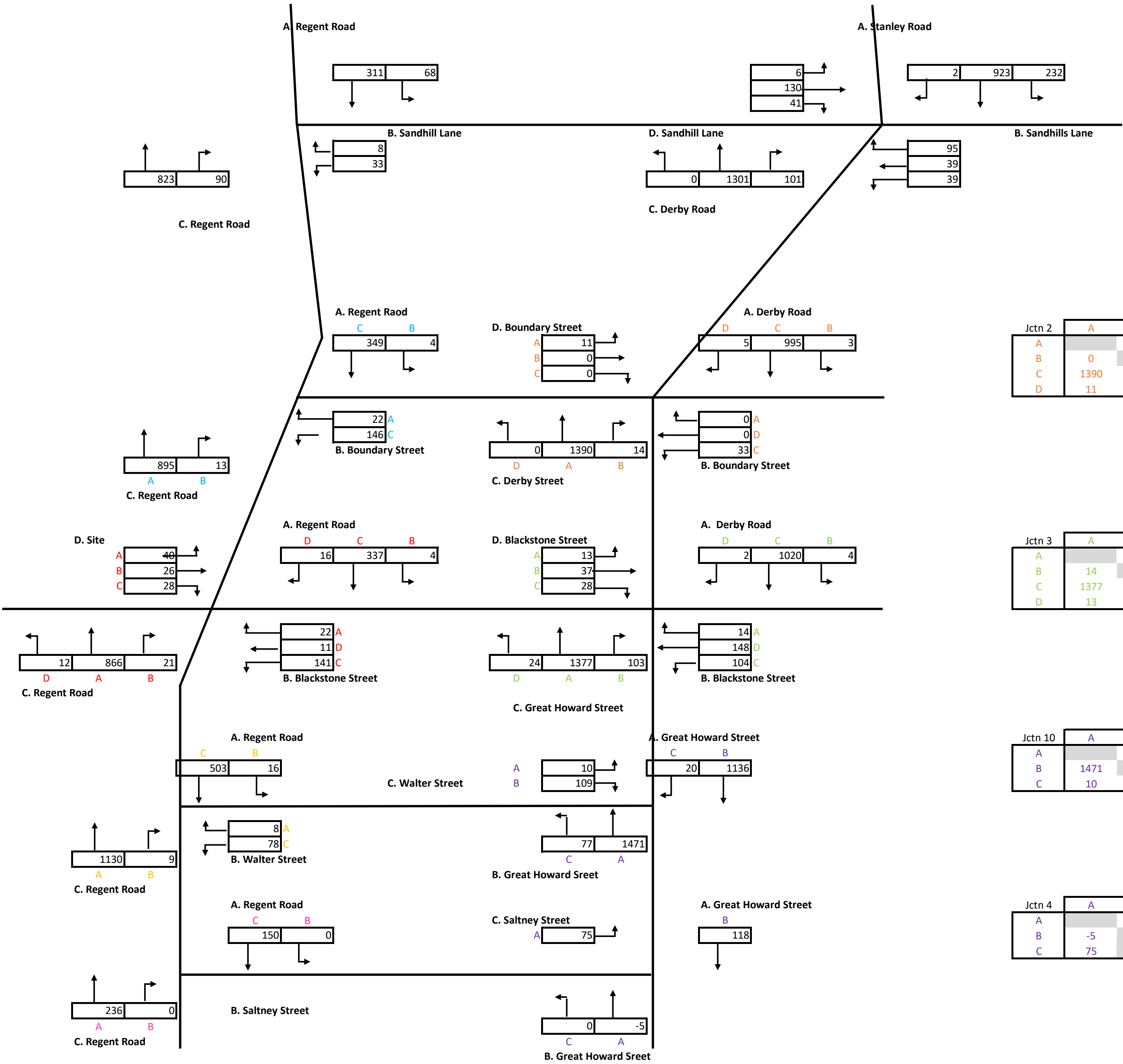
Jctn 1	A	B	C	D
A		232	923	2
B	95		39	39
C	1301	101		0
D	6	130	41	

Jctn 2	A	B	C	D
A		3	995	5
B	0		33	0
C	1390	14		0
D	11	0	0	

Jctn 3	A	B	C	D
A		4	1020	2
B	14		104	148
C	1377	103		24
D	13	37	28	

Jctn 10	A	B	C
A		1136	20
B	1471		77
C	10	109	

Jctn 4	A	B	C
A		118	
B	-5		0
C	75		



2023 Base + No Event PM
1.04

Jctn 9	A	B	C
A		68	310
B	8		33
C	816	86	

Jctn 8	A	B	C
A		4	349
B	22		146
C	884	9	

Jctn 7	A	B	C	D
A		4	337	16
B	22		141	10
C	866	21		11
D	24	15	17	

Jctn 6	A	B	C
A		12	495
B	8		78
C	1130	9	

Jctn 5	A	B	C
A		0	143
B			
C	236	0	

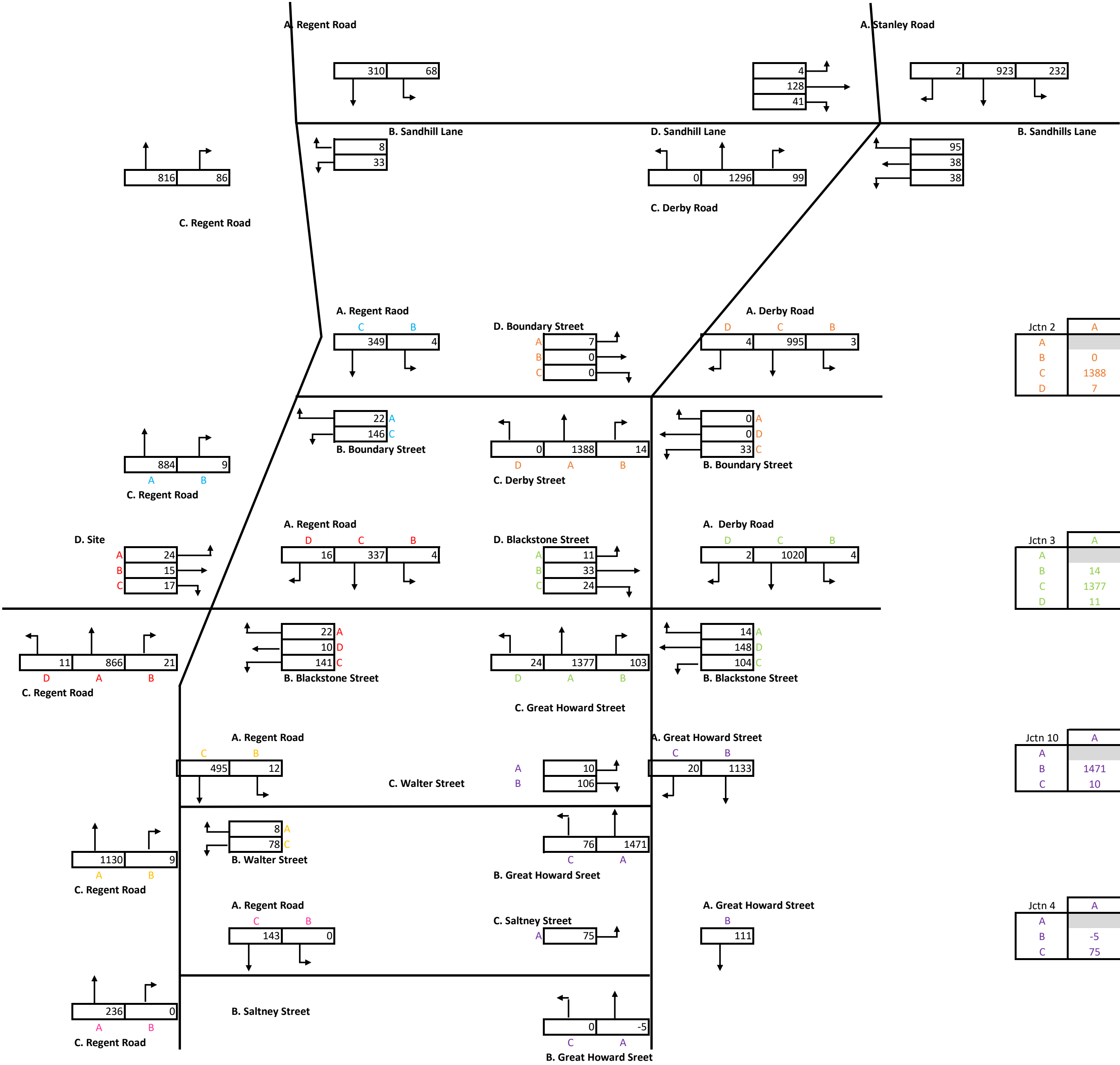
Jctn 1	A	B	C	D
A		232	923	2
B	95		38	38
C	1296	99		0
D	4	128	41	

Jctn 2	A	B	C	D
A		3	995	4
B	0		33	0
C	1388	14		0
D	7	0	0	

Jctn 3	A	B	C	D
A		4	1020	2
B	14		104	148
C	1377	103		24
D	11	33	24	

Jctn 10	A	B	C
A		1133	20
B	1471		76
C	10	106	

Jctn 4	A	B	C
A		111	
B	-5		0
C	75		



Jctn 9	A	B	C
A		17	631
B	29		18
C	359	50	

Jctn 8	A	B	C
A		15	619
B	11		152
C	414	13	

Jctn 7	A	B	C	D
A		15	619	0
B	11		152	0
C	414	120		0
D	0	0	0	

Jctn 6	A	B	C
A		50	718
B	2		97
C	533	12	

Jctn 5	A	B	C
A		0	272
B			
C	330	0	

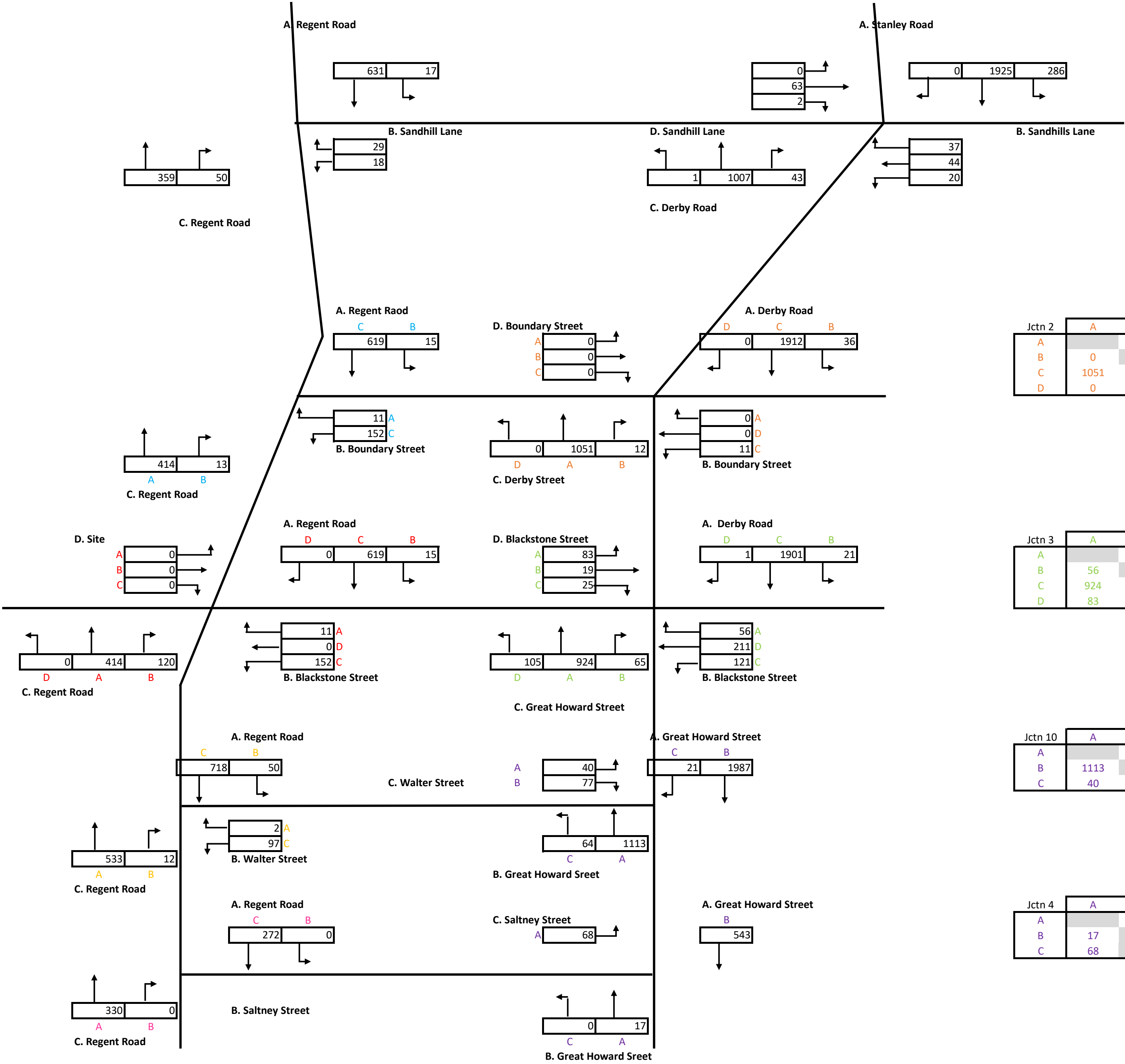
Jctn 1	A	B	C	D
A		286	1925	0
B	37		20	44
C	1007	43		1
D	0	63	2	

Jctn 2	A	B	C	D
A		36	1912	0
B	0		11	0
C	1051	12		0
D	0	0	0	

Jctn 3	A	B	C	D
A		21	1901	1
B	56		121	211
C	924	65		105
D	83	19	25	

Jctn 10	A	B	C
A		1987	21
B	1113		64
C	40	77	

Jctn 4	A	B	C
A		543	
B	17		0
C	68		



2028 Base + Event AM

1.101

Jctn 9	A	B	C
A		17	672
B	29		43
C	361	51	

Jctn 8	A	B	C
A		15	685
B	11		177
C	418	15	

Jctn 7	A	B	C	D
A		15	619	91
B	11		152	58
C	414	120		64
D	5	4	4	

Jctn 6	A	B	C
A		51	721
B	24		97
C	576	12	

Jctn 5	A	B	C
A		0	274
B	330		
C		0	

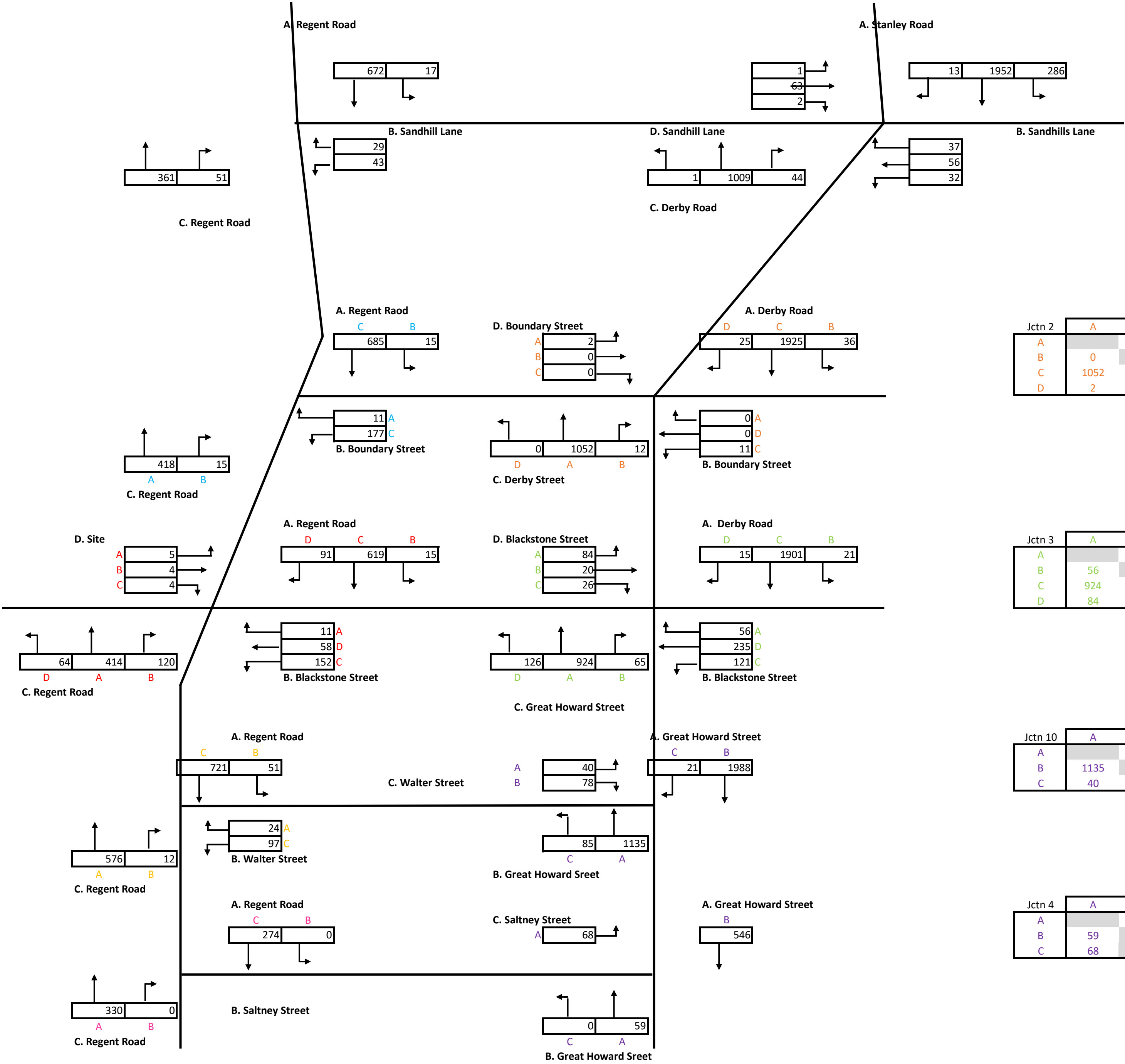
Jctn 1	A	B	C	D
A		286	1952	13
B	37		32	56
C	1009	44		1
D	1	63	2	

Jctn 2	A	B	C	D
A		36	1925	25
B	0		11	0
C	1052	12		0
D	2	0	0	

Jctn 3	A	B	C	D
A		21	1901	15
B	56		121	235
C	924	65		126
D	84	20	26	

Jctn 10	A	B	C
A		1988	21
B	1135		85
C	40	78	

Jctn 4	A	B	C
A		546	
B	59		0
C	68		



2028 Base + No Event AM
1.101

Jctn 9	A	B	C
A		17	639
B	29		22
C	360	50	

Jctn 8	A	B	C
A		15	631
B	11		157
C	416	14	

Jctn 7	A	B	C	D
A		15	619	17
B	11		152	11
C	414	120		12
D	3	2	2	

Jctn 6	A	B	C
A		50	720
B	6		97
C	541	12	

Jctn 5	A	B	C
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B	330		
C		0	

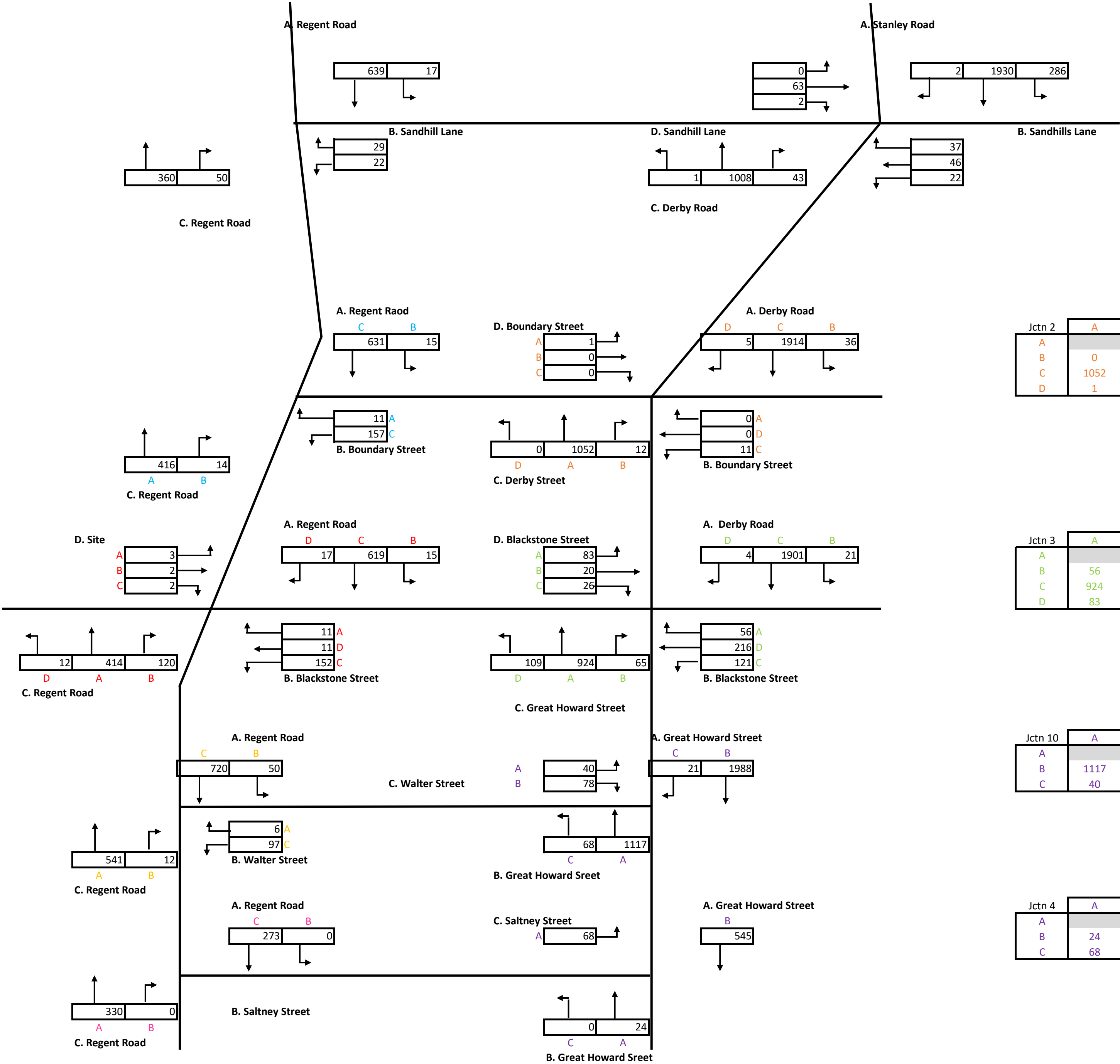
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A		286	1930	2
B	37		22	46
C	1008	43		1
D	0	63	2	

Jctn 2	A	B	C	D
A		36	1914	5
B	0		11	0
C	1052	12		0
D	1	0	0	

Jctn 3	A	B	C	D
A		21	1901	4
B	56		121	216
C	924	65		109
D	83	20	26	

Jctn 10	A	B	C
A		1988	21
B	1117		68
C	40	78	

Jctn 4	A	B	C
A		545	
B	24		0
C	68		



Jctn 9	A	B	C
A		71	343
B	9		30
C	940	83	

Jctn 8	A	B	C
A		4	379
B	23		149
C	1005	2	

Jctn 7	A	B	C	D
A		4	379	0
B	23		149	0
C	1005	21		0
D	0	0	0	

Jctn 6	A	B	C
A		7	534
B	4		78
C	1274	10	

Jctn 5	A	B	C
A		0	159
B			
C	336	0	

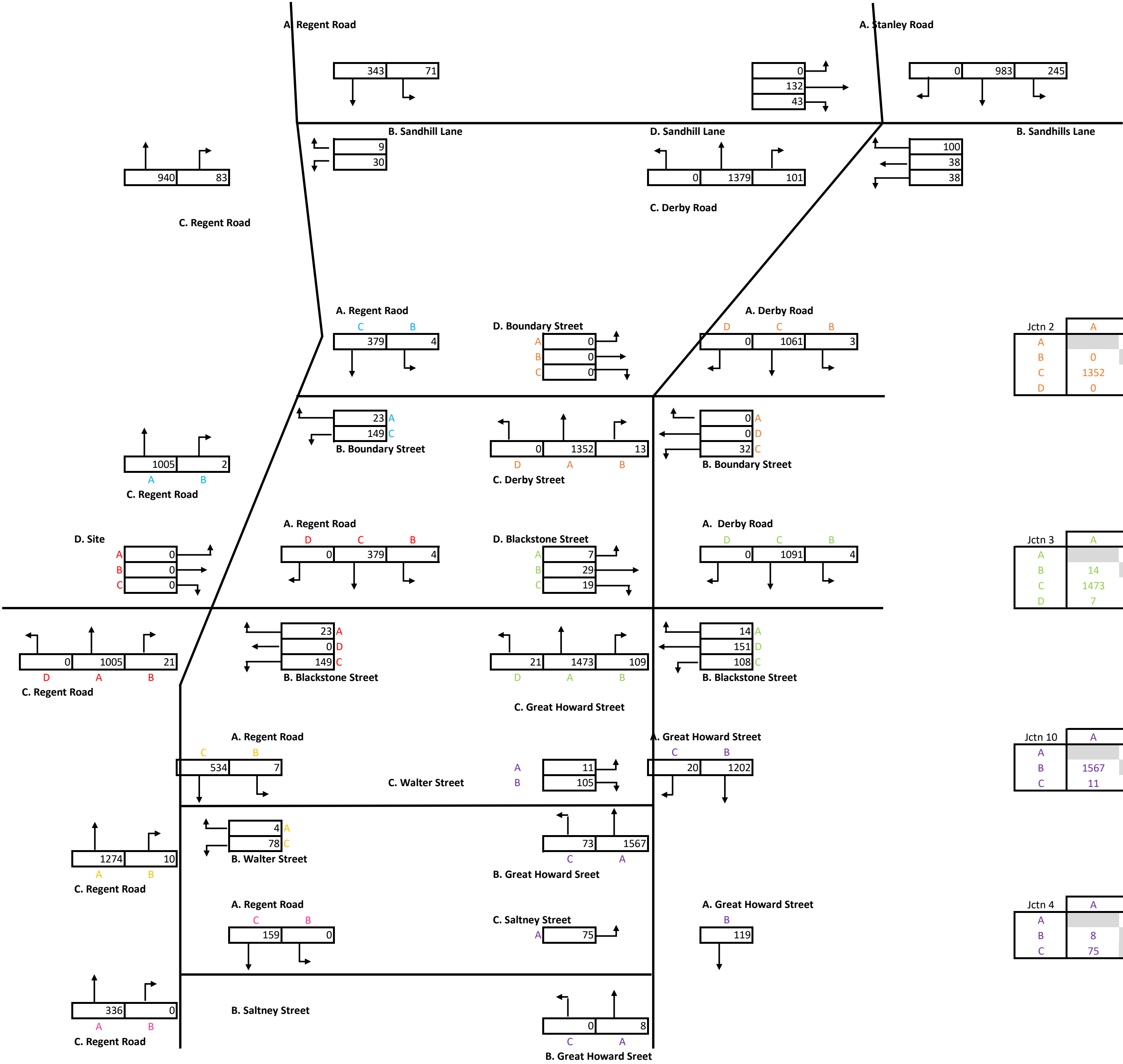
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A		245	983	0
B	100		38	38
C	1379	101		0
D	0	132	43	

Jctn 2	A	B	C	D
A		3	1061	0
B	0		32	0
C	1352	13		0
D	0	0	0	

Jctn 3	A	B	C	D
A		4	1091	0
B	14		108	151
C	1473	109		21
D	7	29	19	

Jctn 10	A	B	C
A		1202	20
B	1567		73
C	11	105	

Jctn 4	A	B	C
A		119	
B	8		0
C	75		



2028 Base + Event PM

1.097

Jctn 9	A	B	C
A		71	350
B	9		34
C	958	94	

Jctn 8	A	B	C
A		4	391
B	23		154
C	1034	13	

Jctn 7	A	B	C	D
A		4	379	16
B	23		149	11
C	1005	21		12
D	40	26	28	

Jctn 6	A	B	C
A		16	553
B	8		78
C	1282	10	

Jctn 5	A	B	C
A		0	178
B			
C	336	0	

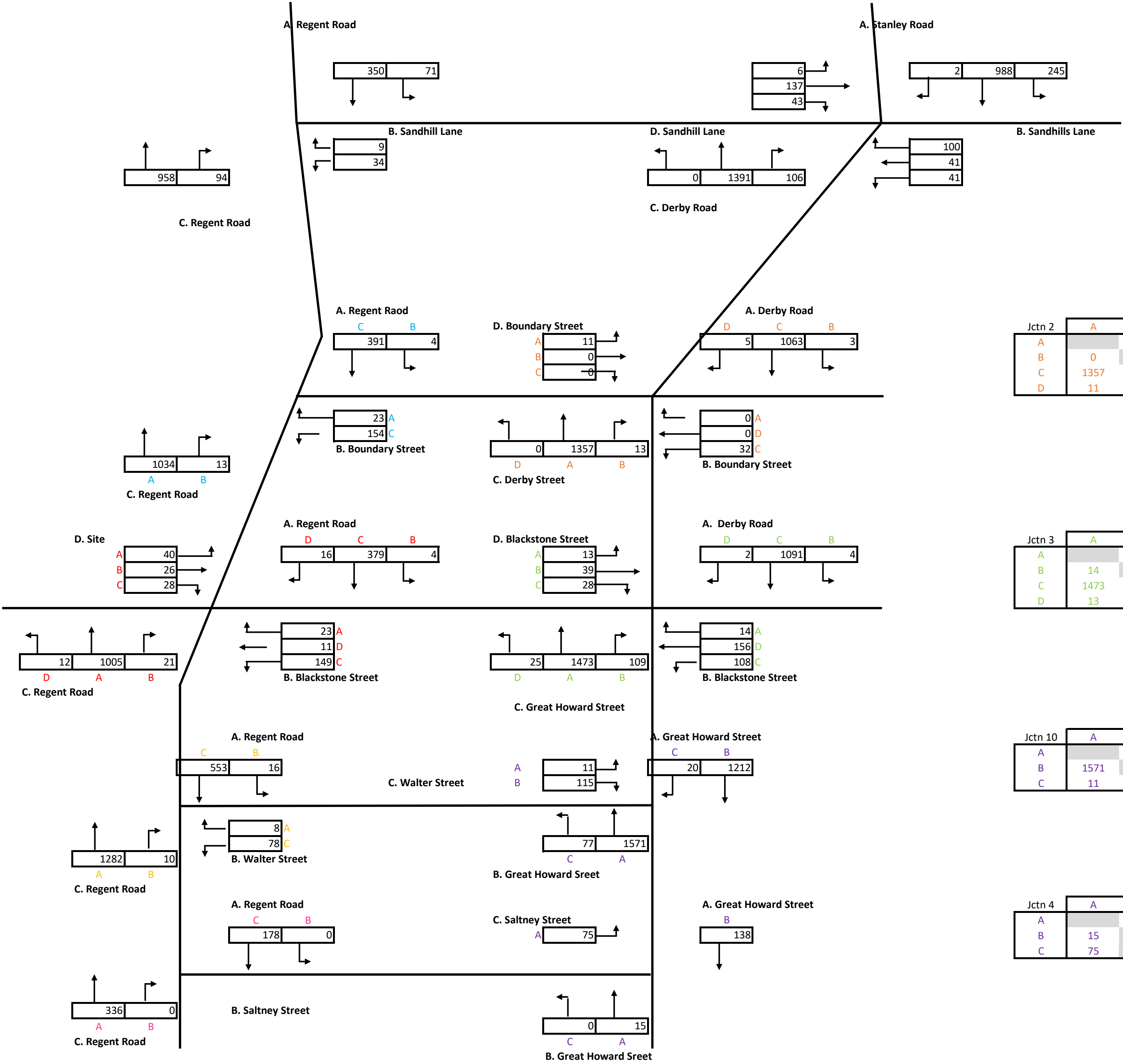
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A		245	988	2
B	100		41	41
C	1391	106		0
D	6	137	43	

Jctn 2	A	B	C	D
A		3	1063	5
B	0		32	0
C	1357	13		0
D	11	0	0	

Jctn 3	A	B	C	D
A		4	1091	2
B	14		108	156
C	1473	109		25
D	13	39	28	

Jctn 10	A	B	C
A		1212	20
B	1571		77
C	11	115	

Jctn 4	A	B	C
A		138	
B	15		0
C	75		



2028 Base + No Event PM
1.097

Jctn 9	A	B	C
A		71	350
B	9		34
C	951	90	

Jctn 8	A	B	C
A		4	391
B	23		154
C	1022	9	

Jctn 7	A	B	C	D
A		4	379	16
B	23		149	10
C	1005	21		11
D	24	15	17	

Jctn 6	A	B	C
A		12	545
B	8		78
C	1281	10	

Jctn 5	A	B	C
A		0	171
B	336		
C		0	

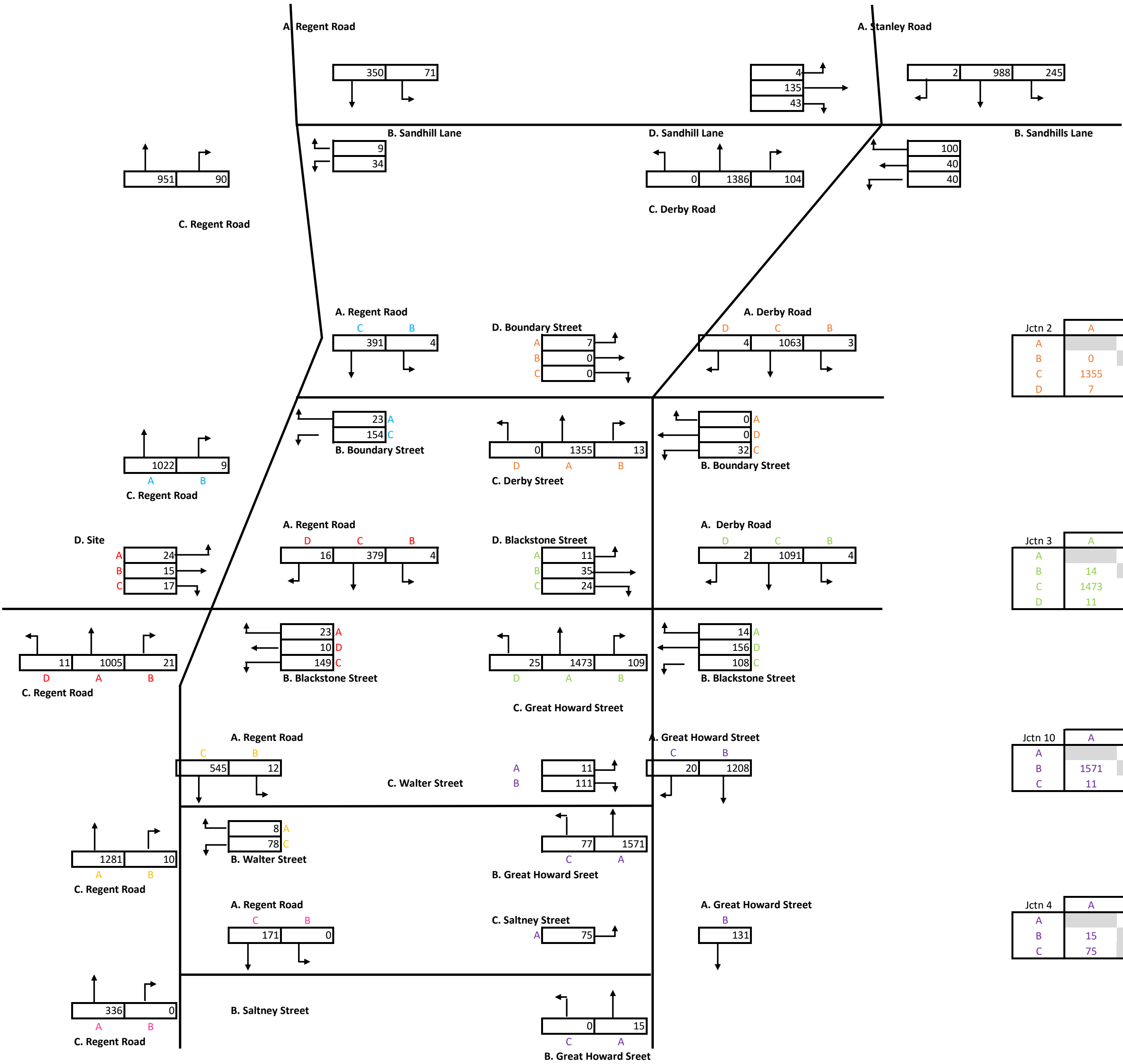
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A		245	988	2
B	100		40	40
C	1386	104		0
D	4	135	43	

Jctn 2	A	B	C	D
A		3	1063	4
B	0		32	0
C	1355	13		0
D	7	0	0	

Jctn 3	A	B	C	D
A		4	1091	2
B	14		108	156
C	1473	109		25
D	11	35	24	

Jctn 10	A	B	C
A		1208	20
B	1571		77
C	11	111	

Jctn 4	A	B	C
A		131	
B	15		0
C	75		



Trip Distribution
Scenario 1



Darkest colours are the root enty/exit points

Jctn 9

	A	B	C
A		0	0
B	0		0
C	0	0	

Jctn 8

	A	B	C
A		0	0
B	0		0
C	0	0	

Jctn 7

	A	B	C	D
A		0	0	0
B	0		0	0
C	0	0		0
D	0	0	0	

Jctn 6

	A	B	C
A		0	0
B	0		0
C	0	0	

Jctn 5

	A	B	C
A		0	0
B	0		0
C	0	0	

Jctn 1

	A	B	C	D
A		0	0	0
B	0		0	0
C	0	0		0
D	0	0	0	

Jctn 2

	A	B	C	D
A		0	0	0
B	0		0	0
C	0	0		0
D	0	0	0	

Jctn 3

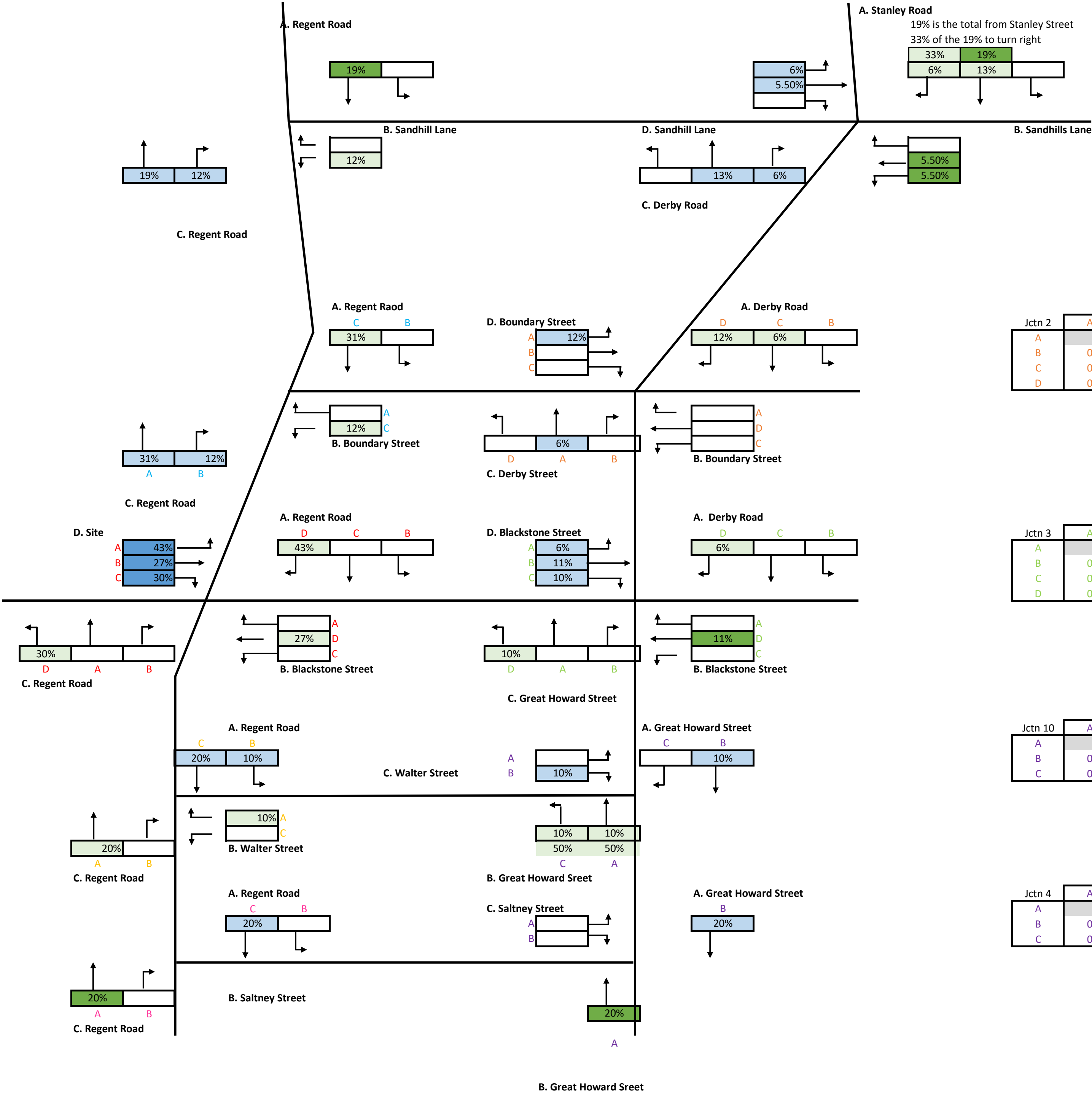
	A	B	C	D
A		0	0	0
B	0		0	0
C	0	0		0
D	0	0	0	

Jctn 10

	A	B	C
A		0	0
B	0		0
C	0	0	

Jctn 4

	A	B	C
A		0	0
B	0		0
C	0	0	



F. Pre Application Scoping & Evidence of Support



**EVERTON
DISABLED
SUPPORTERS
ASSOCIATION**



CAFE

Wednesday 2 September, 2020

Dear Rachael,

The EDSA committee would like to place on record our sincerest thanks to you, Alix, Colin and the rest of the design team for allowing EDSA to be involved in detailed consultation meetings ahead of the submission of amendments to our planning application for Bramley Moore Dock (BMD), including the Transport Assessment (section 11.13).

Dialogue with disabled stakeholders is vital in allowing for user-led feedback to be given, the sharing of lived-experiences and solution-focused ideas to be received. EDSA is very appreciative of the opportunity we have had recently to see the latest updates to the BMD project and to provide the club with constructive feedback.

The BMD project is an extremely exciting one and it from our last two meetings with the design team it is clear that accessibility and inclusivity are at the forefront of the club's vision for our new ground. Having wheelchair user spaces (with adjacent companion seating) across all areas of the stadium will be very welcome by disabled supporters. The additional spaces included in the new design plans will allow for many more disabled fans to be able to attend matches. The implementation of accessible services and facilities such as multiple Changing Places, ambulant disabled toilet cubicles and flexible seating options to allow family / friends to sit together will make matchdays at BMD a more accessible and inclusive experience for all disabled spectators.

As a committee, we are grateful to the design team for taking on board our comments and solution-based ideas from our first meeting in July in such a detailed and timely manner and is another indication of how important accessibility is to the club. Access to the stadium is critical for all supporters, but particularly so for disabled fans. The removal of the multi-storey on-site car park and subsequent changes in landscaping has enabled an increase of accessible parking spaces. It means the club will be providing more parking for disabled fans than is currently on-site at Goodison Park and goes beyond the minimum number of required accessible parking spaces as per UEFA guidance and UK legislation. We are looking forward to consulting with Everton FC further on the allocation of accessible car parking spaces between EDSA and non-EDSA members at the most relevant time in the project.

The introduction of a club operated park and ride scheme from Stanley Park and the shuttle bus services to and from Sandhills station are positive steps and will be welcomed by many disabled supporters. We look forward to working with the club and relevant partners in the future on areas like ascertaining demand for the services and further pick-up points.

Similarly, the implementation of designated drop-off points is appreciated. Shuttle bus services, taxis or private vehicles with transport disabled spectators will be able to drop-off and pick-up near to the stadium entrance during the soft road closure period. It is recognised that during the hard road closure time period, these vehicles will be restricted to other points within the soft road closure areas. These drop-off / pick-up points will be a help to many disabled fans to reach the stadium and

we appreciate the hard and soft road closures need to be enforced as there has to be a balance between crowd safety and vehicle access pre-kick off and post-full time, as there is at Goodison presently. However, we do have some concerns around the distance of these designated points to accessible entrances gates, smooth transition surfaces in and around the ground, general pavement conditions on all access routes to the stadium. We are aware that an audit of drop-off/pick-up point locations and walking routes will be carried at a further, appropriate time in the construction process, to identify where access routes can be improved.

EDSA would also like to see options for accessible parking spaces made available with the soft road closures area, although we understand this would be a decision that falls under the control of Liverpool City Council and not Everton Football Club. EDSA would welcome involvement in continued dialogue on this issue between EFC and LCC at the appropriate times in the design process, and to help overcome any potential barriers in order to make BMD one of the most accessible stadia in world football.

Once again, on behalf of the EDSA committee and our members, we thank you for involving disabled fans in such detailed consultation and allowing us the opportunity to share our feedback on the new design proposals. We appreciate the changes that have already been made for disabled spectators and look forward to sharing our experiences in the future with the team and other partners.

Yours sincerely,

EDSA Committee

Bus operators declaration of support for the proposed Bramley-Moore Dock Stadium

Everton Football Club and bus operators have agreed an initial strategy for bus services to serve the proposed new stadium at Bramley-Moore Dock and help facilitate the development of this exciting project.

Match day shuttle bus services will serve the development – one to the south between the City Centre and the stadium, and one to the north between Bootle and the stadium. It is envisaged that these services will be commercially viable from the outset without the need for contributions from Everton Football Club to support these services. These match day services will supplement existing commercial services on Vauxhall Road, Stanley Road and Scotland Road. Operators have stated that it is possible on matchdays that these existing commercial services could be strengthened either before or after the match should demand for this arise.

City Centre Shuttle Service

A high frequency shuttle-bus is proposed between Bramley-Moore Dock and the city centre. The service is proposed to run from Great Howard Street to serve both Moorfields and Lime Street stations. The service will be run on a commercial basis by bus operators without the need for contributions from Everton Football Club.

Bootle Shuttle Service

A high frequency shuttle-bus is proposed between Bramley-Moore Dock and Bootle bus station. Intermediate stops could be possible on this route. The service will be run on a commercial basis by bus operators without the need for contributions from Everton Football Club.

Operation and Broad Capacity

Pre-application discussions with bus operators have revealed that they are comfortable that demand for around 3,600 passengers on a City Centre Service and around 1,600 on a Bootle service is within the carrying capacity of their available fleet without affecting existing bus services. Moreover operators are comfortable that there is potential to make more buses available should sufficient demand arise.

Bus operators envisage that services could start around 90 minutes to two hours before kick off and continue up to 90 minutes post-match as demand requires (and noting that this might vary depending on whether the match is on a weekday evening or a weekday). Operators have also indicated that they may be willing to extend the length of operation of the service should demand be observed beyond these windows.

A Transport Working Group of key interested transport parties (including operators, Merseytravel, the football club and its representatives etc) is proposed for the project which will meet regularly to discuss emerging transport issues during both planning and operational phases of the stadium. Bus

operators wish to participate in this Transport Working Group which will oversee the delivery of a successful transport strategy for the new stadium.

These points reflect the key matters and proposals which have been discussed and are supported and agreed by both operators, who hereby provide confirmation of the points outlined above in support for the new stadium.

Signed:  Date: 24/9/19

Print name: RICHARD HOARE

For and on behalf of: ARRIVA BUS

Appendix A Bus Strategy Mechanics

Appendix A- Bramley-Moore Dock Bus Strategy Mechanics

This note sets out the assumptions and calculations with regards to bus services as presented in the Transport Strategy for Bramley-Moore Dock – the proposed new stadium for Everton Football Club. The following points present an overview of how the service is assumed to operate and is intended to be a guideline to provide background detail in terms of the anticipated demand and how this demand will be accommodated. Whilst significant analysis and discussions have taken place in the development of the transport strategy, it is acknowledged that precise configurations, boarding and alighting points, and frequencies could change as the development proposal is refined.

Regular bus services

Regular bus services will continue to operate as normal along Scotland Road, Stanley Road and Vauxhall Road. No changes to these services are suggested, however discussions with operators have identified that they may be able and willing to strengthen service provision in the time leading up to the match and immediately after the match if demand warrants it. This could either be through running more double decker services, or by doubling up the service by sending two buses at a time. This service strengthening would take place on a commercial basis by bus operators without the need for contributions from Everton Football Club.

It should also be noted that operators have 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. The commercial bus strategy would not require any funding from Everton Football Club.

Shuttle bus services

Two shuttle bus services are proposed to operate to and from the stadium – one between the stadium and Liverpool City Centre, and the second between the stadium and Bootle Town Centre. These are envisaged to be operated directly as commercial services by existing bus operators and would therefore require no contribution or subsidy from Everton Football Club. The proposed shuttle bus strategy is as follows:

- In the pre-match period, buses from the city centre will run on a frequent basis from St John's Lane (as per the existing Everton shuttle-bus service – 919) or an alternative location near to Lime Street station to drop-off on Great Howard Street northbound, south of the junction with Blackstone Street.
- In the post-match period the city centre shuttle will depart from Great Howard Street 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 around 15 buses to queue in this location, with their engines switched off, without risk of pedestrians attempting to cross Derby Road between buses. The remainder of the buses required for this service would queue on Boundary Street opposite Atlantic Park in the southbound direction and would advance to Great Howard Street when required.
- For operation of the city centre shuttle with a high frequency, it is estimated that 20 buses would be required, with each bus completing two trips from Bramley-Moore Dock to the city centre in the hour after the match. 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.
- 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 by fans exiting the stadium.

- It is estimated that 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 main stops for the service could include Strand Bus Station as the terminus, with additional pick up / drop off near Merton Inn on Stanley Road, and near the Council offices on Oriel Road which are located close to significant parking areas. Additional stops on the route could also be considered depending on observed demand.
- 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.
- Shuttle buses could potentially operate for 90 minutes pre- and post-match, although operators have indicated they could operate services for longer if demand requires it.

Indicative routes and calling points for the city centre and Bootle shuttle bus services are shown in the plans overleaf.

Figure 1: Indicative City Centre Shuttle Bus Route

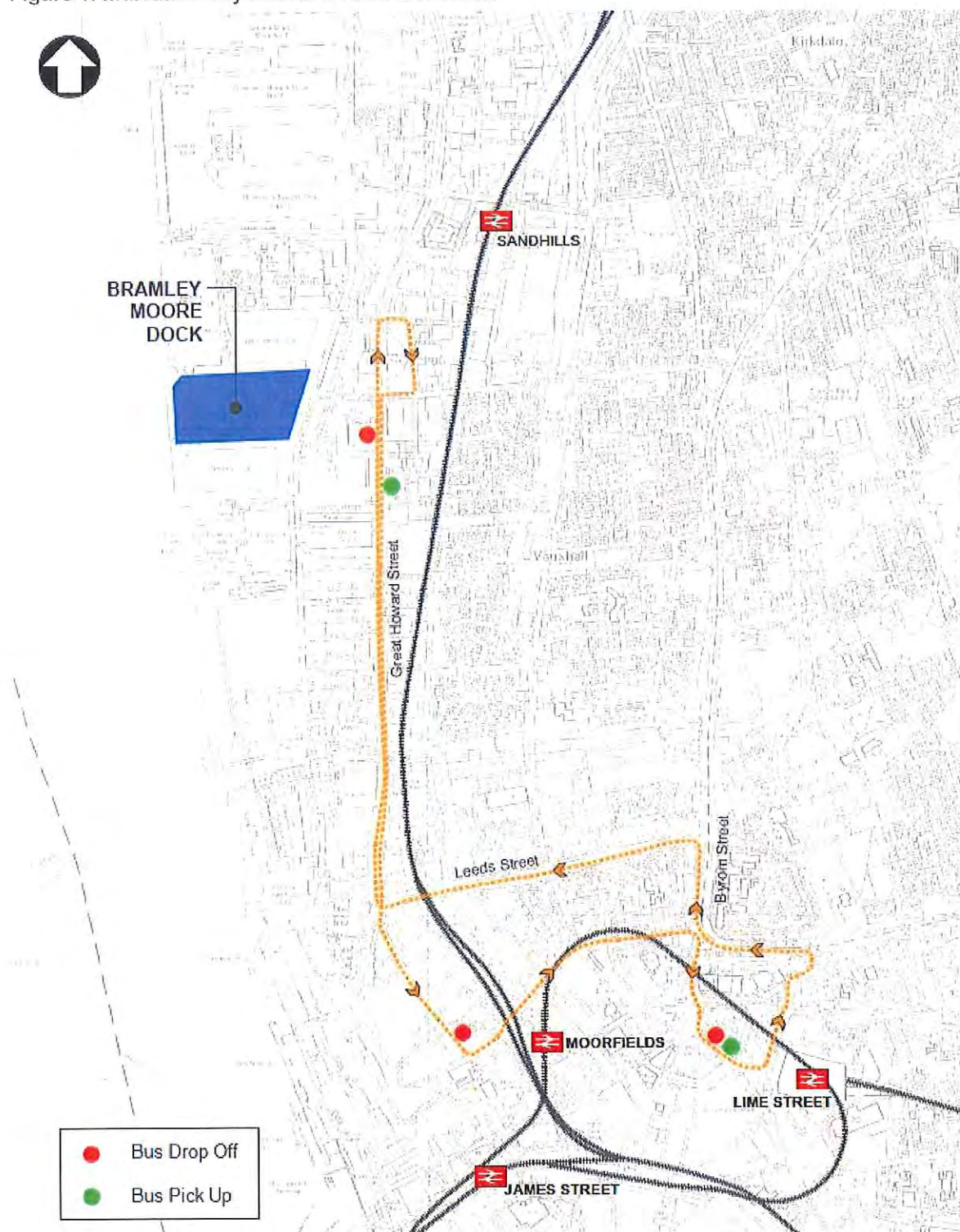
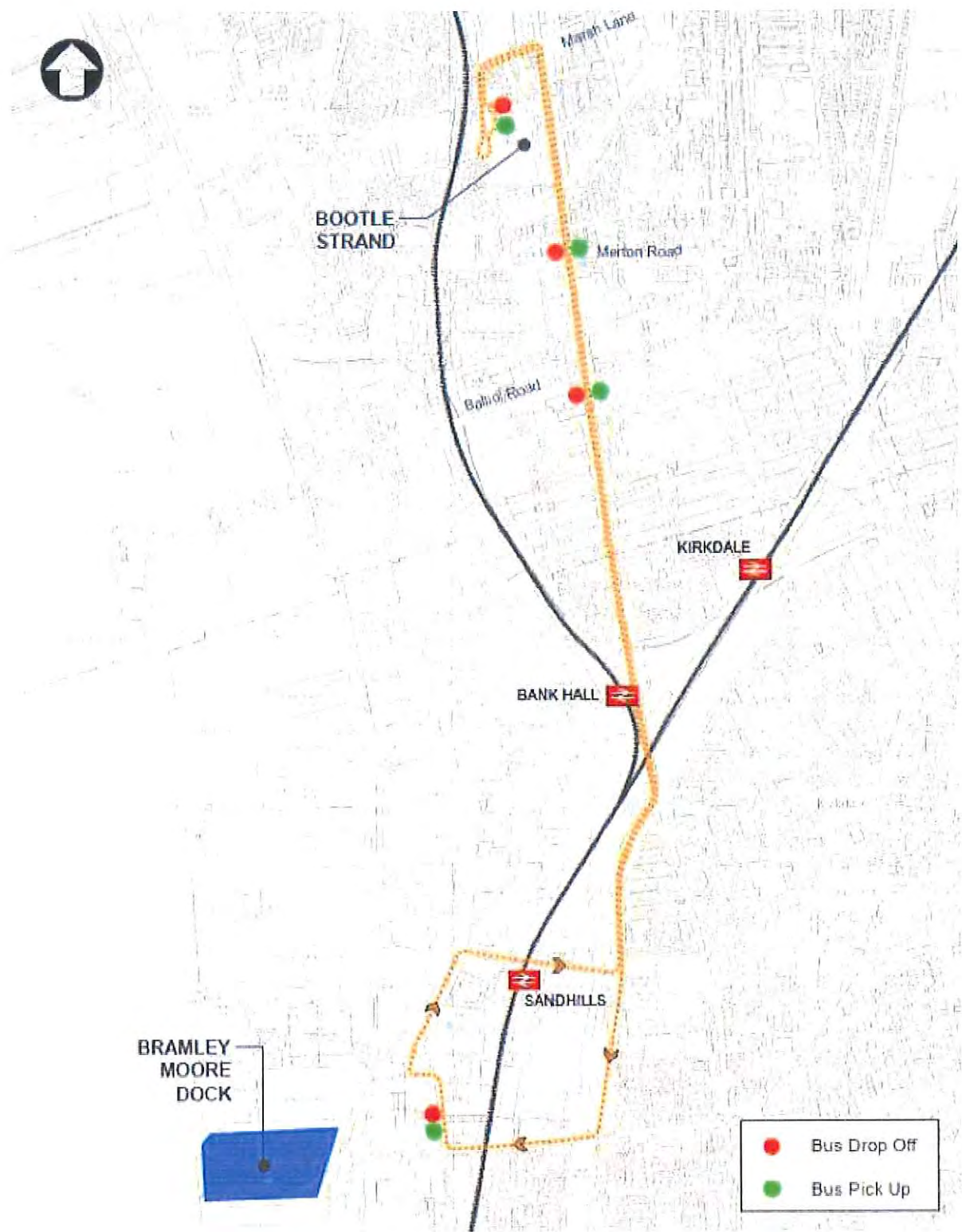


Figure 2: Indicative City Centre Shuttle Bus Route



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Operation and Broad Capacity

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Bus operators envisage that services could start around 90 minutes to two hours before kick off and continue up to 90 minutes post-match as demand requires (and noting that this might vary depending on whether the match is on a weekday evening or a weekday). Operators have also indicated that they may be willing to extend the length of operation of the service should demand be observed beyond these windows.

A Transport Working Group of key interested transport parties (including operators, Merseytravel, the football club and its representatives etc) is proposed for the project which will meet regularly to discuss emerging transport issues during both planning and operational phases of the stadium. Bus

operators wish to participate in this Transport Working Group which will oversee the delivery of a successful transport strategy for the new stadium.

These points reflect the key matters and proposals which have been discussed and are supported and agreed by both operators, who hereby provide confirmation of the points outlined above in support for the new stadium.

Signed:

Date: 26 Sep 19

Print name: NATHAN WARD

For and on behalf of: STAGECOACH MERSEYSIDE

Appendix A Bus Strategy Mechanics

"Stagecoach welcomes and fully supports the new stadium at Bramley Moore Dock.

We look forward to further discussions, following planning approval, as part of the Transport Working Group to refine and develop the match day bus strategy so it is as attractive and efficient as possible to ensure its long lasting success."

Appendix A- Bramley-Moore Dock Bus Strategy Mechanics

This note sets out the assumptions and calculations with regards to bus services as presented in the Transport Strategy for Bramley-Moore Dock – the proposed new stadium for Everton Football Club. The following points present an overview of how the service is assumed to operate and is intended to be a guideline to provide background detail in terms of the anticipated demand and how this demand will be accommodated. Whilst significant analysis and discussions have taken place in the development of the transport strategy, it is acknowledged that precise configurations, boarding and alighting points, and frequencies could change as the development proposal is refined.

Regular bus services

Regular bus services will continue to operate as normal along Scotland Road, Stanley Road and Vauxhall Road. No changes to these services are suggested, however discussions with operators have identified that they may be able and willing to strengthen service provision in the time leading up to the match and immediately after the match if demand warrants it. This could either be through running more double decker services, or by doubling up the service by sending two buses at a time. This service strengthening would take place on a commercial basis by bus operators without the need for contributions from Everton Football Club.

It should also be noted that operators have 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. The commercial bus strategy would not require any funding from Everton Football Club.

Shuttle bus services

Two shuttle bus services are proposed to operate to and from the stadium – one between the stadium and Liverpool City Centre, and the second between the stadium and Bootle Town Centre. These are envisaged to be operated directly as commercial services by existing bus operators and would therefore require no contribution or subsidy from Everton Football Club. The proposed shuttle bus strategy is as follows:

- In the pre-match period, buses from the city centre will run on a frequent basis from St John's Lane (as per the existing Everton shuttle-bus service – 919) or an alternative location near to Lime Street station to drop-off on Great Howard Street northbound, south of the junction with Blackstone Street.
- In the post-match period the city centre shuttle will depart from Great Howard Street 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 around 15 buses to queue in this location, with their engines switched off, without risk of pedestrians attempting to cross Derby Road between buses. The remainder of the buses required for this service would queue on Boundary Street opposite Atlantic Park in the southbound direction and would advance to Great Howard Street when required.
- For operation of the city centre shuttle with a high frequency, it is estimated that 20 buses would be required, with each bus completing two trips from Bramley-Moore Dock to the city centre in the hour after the match. 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.
- 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 by fans exiting the stadium.

- It is estimated that 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 main stops for the service could include Strand Bus Station as the terminus, with additional pick up / drop off near Merton Inn on Stanley Road, and near the Council offices on Oriel Road which are located close to significant parking areas. Additional stops on the route could also be considered depending on observed demand.
- 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.
- Shuttle buses could potentially operate for 90 minutes pre- and post-match, although operators have indicated they could operate services for longer if demand requires it.

Indicative routes and calling points for the city centre and Bootle shuttle bus services are shown in the plans overleaf.

Figure 1: Indicative City Centre Shuttle Bus Route

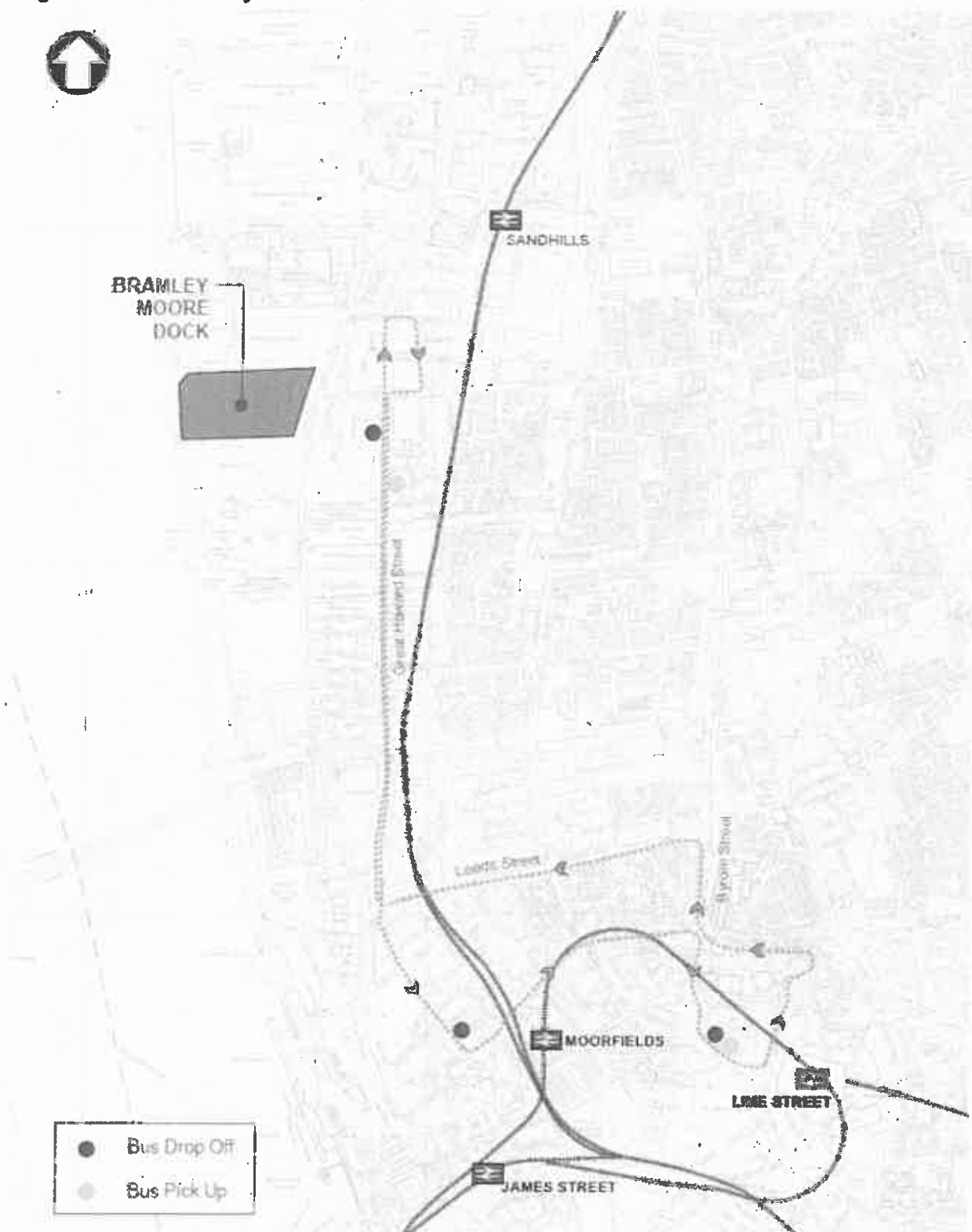
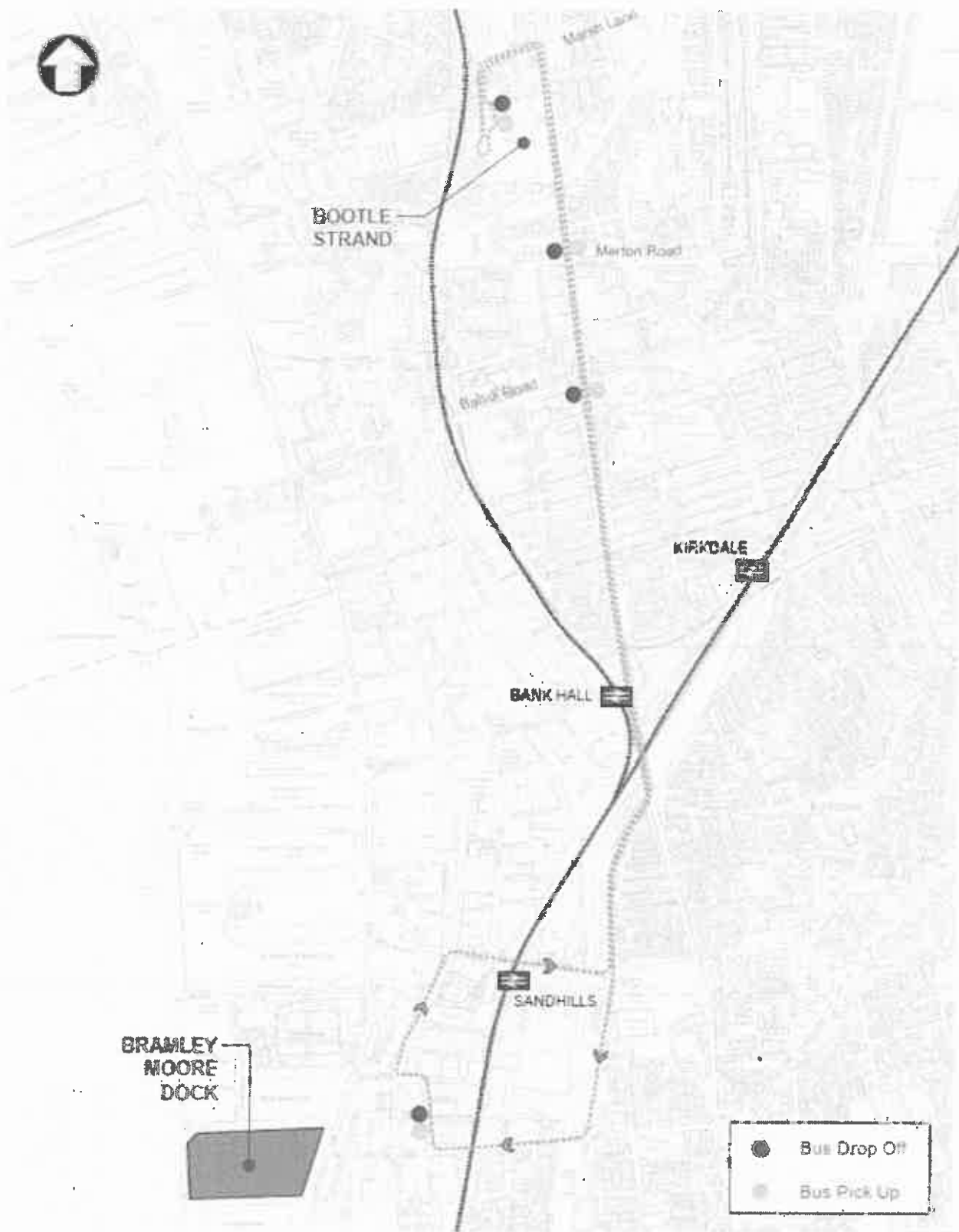


Figure 2: Indicative City Centre Shuttle Bus Route



Taxi Representation declaration of support for the proposed Bramley-Moore Dock Stadium

Everton Football Club are proposing to relocate their stadium to a new site at Bramley Moore Dock on Liverpool's waterfront. The stadium is proposed to accommodate up to 52,000 supporters. It is recognised that this will require a range of interventions for all modes of the transport network to effectively cater for the additional trips. These will include formalising pick-up and drop-off arrangements for taxis and a likely increase in the number of taxi trips to Everton's home football matches both pre and post-match.

Discussions have been held between Everton Football Club and key taxi representatives including Unite the Union and Delta Taxis. The following key points have been discussed:

- Currently taxis play a much larger role in moving supporters to and from Anfield Stadium than they do for the existing Goodison Park.
- On home matchdays for Liverpool FC, taxis regularly carry circa 15,000 supporters to and from the stadium.
- Everton FC's recent fan survey revealed that average occupancies of taxis varied between 2.6 and 2.7 supporters per taxi.
- This amounts to current numbers of taxi trips to and from Anfield of over 5,500.

It was agreed in discussions that it would be reasonable to assume that taxis could carry a similar number of supporters to and from the stadium at Bramley Moore Dock. Taxi representatives were also content and supportive of the proposals for three main taxi drop-off and pick-up points on Boundary Street westbound, on Dublin Street to the south of the stadium, and on Sandhills Lane to the north, shown in the indicative plan overleaf.

Match Days

Please refer to the 'Taxi Plan' overleaf. On match days taxis will not be permitted to enter the stadium site. All pick up and drop off will take place externally. Prior to the match, taxis will be able to drop-off within the hard closure area up to one hour before kick-off, and within the soft closure area up until kick-off. After the match, pick-up will be from the three designated taxi ranks within the soft-closure area.

Traffic restrictions implemented on match days will mean that within the soft road closure area Regent Road will be northbound only, north of Bramley – Moore Dock, and southbound only – south of Bramley Moore Dock.

These points, as outlined above, reflect the key issues which have emerged from consultation with the Taxi Community representatives and are hereby confirmed as accurate to ensure that the strategy as outlined in relation to the new stadium proposals for taxis is deliverable. A Transport Working Group of key interested transport parties is proposed for the project which will meet regularly to discuss emerging transport issues during both planning and operational phases of the stadium. Taxi representatives wish to participate in this Transport Working Group which will oversee the delivery of a successful transport strategy for the new stadium.

Signed: Y Mc Intyre

Date: 26-9-19

Print name: THOMAS MCINTYRE

For and on behalf of: UNITE THE UNION TAXI SECTION

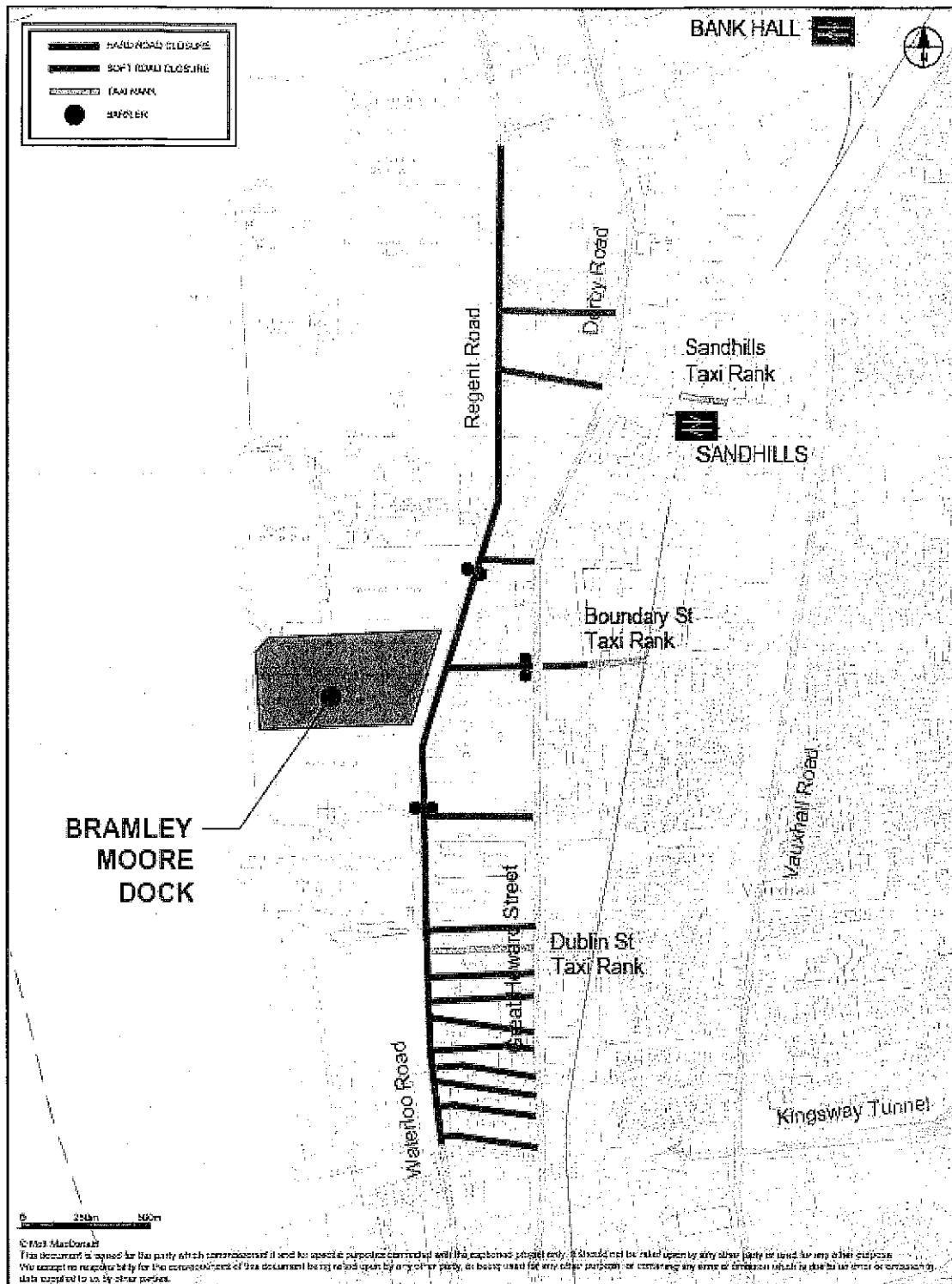


Figure X.X Taxi Plan

The People's Project: Bramley-Moore Dock

Agreed Match Day Rail Strategy

Everton Football Club, Liverpool City Region Combined Authority, Merseyrail Electrics and Merseytravel have agreed a strategy for rail services to serve the proposed new stadium at Bramley-Moore Dock and help facilitate the development of this exciting project.

From the opening day of the stadium, Sandhills station will offer an excellent and convenient travel option for all match-goers wishing to use the train to access the stadium in the pre-match period. In this pre-match period, it is acknowledged that some additional staff may be required at the station to assist supporters and maintain safe operation of the station.

In the post-match period, the high demand for usage of the station in a very short period of time at the final whistle, combined with the limited available space in the current station will mean that crowd control measures will be implemented immediately outside the station to maintain a safe environment. Fans will be managed through a staffed queueing system in a new area of barriered hard-standing outside the station, separated into queues depending on required destination. Some fans may therefore find it more convenient to walk to alternative stations, or use alternative modes of transport in the immediate post-match period (see below). The works to facilitate this corralling area are envisaged to be limited, consisting of an appropriate area of hardstanding and movable temporary crowd barriers. The area will be constructed to a specification agreed between the Club and Merseytravel.

Merseytravel will allow the Club to access the station for the purpose of working up, and costing, a detailed scheme for the barriered hard-standing area. The Club and Merseytravel will in due course enter into a formal agreement for Merseytravel to carry out these works within an agreed period after the stadium planning permission is implemented. In return, the Club will agree to reimburse Merseytravel's construction costs to an appropriate amount to be agreed between the two parties.

Full details of the queueing, marshalling and management strategy will be defined in more detail over the intervening years before opening, building on the local experience and successful management of peak rail demand at major events, including sporting crowds such as at the Aintree Festival. A potential system which has informed the agreement between parties is set out sections 1 to 5 in the Mott MacDonald Technical Note 'Proposed Match Day Rail Travel Strategy' dated 13th December 2019.

Accompanying Measures as part of the wider Stadium Transport Strategy

There will be a clear and concise information and marketing strategy informing fans of the transport options for access and egress of the stadium. The options themselves will include:

- A high-frequency shuttle-bus 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 shuttle-bus to Bootle (from Boundary Street northbound);
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These points reflect the key matters and proposals which have been discussed and are supported and agreed by the Rail Community, who hereby provide confirmation of the points outlined above in support for the new stadium.

Signed: LOUISE OURLAN

Date: 15/12/19

Print name: LOUISE OURLAN

For and on behalf of: MERSEYTRAVEL

Project:	The People's Project		
Our reference:	385175	Your reference:	NJO
Prepared by:	N. Ovenell	Date:	13/12/2019
Approved by:	R. Brown	Checked by:	K. Blakey
Subject:	Proposed Match Day Rail Travel Strategy		

1 Introduction

This technical note has been produced to summarise the current thinking in terms of the proposed strategy for matchday rail travel both to and from Bramley-Moore Dock Stadium. This responds to potential capacity concerns at Sandhills station and outlines the proposed measures that are expected to be put in place at the station to accommodate demand on day one of operation of the new stadium, and also at a point in the future once further capacity works, currently at feasibility study stage, are implemented. The note highlights how the station will play a key role in the overall transport strategy for Bramley-Moore Dock stadium from the very outset.

2 Stated Demand for Rail

From the travel survey undertaken by Everton Football Club in 2018, a large proportion (nearly 47% on a weekend) of responding fans (after weighting to reflect the geographical home postcode distribution of season ticket holders/applicants) indicated that they would intend to use rail to access football matches at Bramley-Moore Dock. Of these, around 60-70% said they would use Sandhills station to access the football ground, amounting to just under 15,000 on a weekend (14,877) and around 13,500 on a weekday (13,586). The remainder of those stating an intention to use rail planned to use either city centre stations, or the other nearby Merseyrail stations of Bank Hall and Kirkdale on the Southport and Ormskirk / Kirkby branches respectively.

The following table shows the split of this rail demand by station for both a weekend and a weekday respectively for the post-match period:

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Table 1: Stated Demand for Rail Services – post-match period

Station	Weekend Stated Demand	%	Weekday Stated Demand	%
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Those citing city centre stations as their primary rail access point stated that they will travel between the stadium and the city centre by either walking, taxi, service bus or dedicated city centre shuttle-bus and are therefore considered within the demand for these modes in the remainder of this note.

3 Passenger Carrying Capacity at Sandhills

From the opening day of the stadium, Sandhills station will offer an excellent and convenient travel option for all match-goers wishing to use the train to access the stadium in the pre-match period. In this period demand for travel to the game is typically spread over a longer period than in the post-match period. Post-match, demand for travel is typically focussed in a shorter time period. Accordingly, the capacity assessment focusses on this period when demand for travel at Sandhills will be highest.

There are two main constraints on passenger carrying capacity at Sandhills station:

- The capacity of the trains – limited by the total capacity of the rolling stock that will be in use when the stadium opens (486 passengers per four-car train unit) and the background (non-football) demand of passengers on the train as it passes through Sandhills, or boarding the train at Sandhills; and
- The capacity of the station – limited by the maximum safe passenger throughput of the station subway (used to access the central island platform for travel in both directions), the stairway between the subway and the platform, and the capacity of the island platform itself.

In the case of the former, recent passenger surveys at Sandhills have revealed that, on a weekend, northbound trains in the post-match period (17:00 – 18:00 during a weekend, and 22:00 – 23:00 on a weekday) have the capacity to carry 5,510 additional passengers northbound and 6,508 in a southbound direction. On a weekday, northbound trains in the post-match period have the capacity to carry 5,497 additional passengers northbound and 5,395 in a southbound direction.

However, discussions with Merseyrail Electrics, Merseytravel and Network Rail have revealed that the limiting factor is in fact the throughput of the subway which is estimated to be able to safely carry around 50 passengers per minute, based on pedestrian modelling undertaken by Merseyrail. This would amount to around 3,000 passengers per hour through the subway to the platform, but limited platform capacity would require access to the platform to be restricted to 'next train only' demand with the bulk of the passengers corralled into queues at the front of the station (to be discussed later in this note). In fact, the total operating throughput of the subway is likely to be approximately 2,500 per hour through the subway to the platform. This can be seen in the following diagram which illustrates the available time in each cycle of trains during which passengers may move through the subway. This illustrates a post-match period where rail demand will be at its most intense.

In a standard 15 minute period in the northbound direction, a train to Southport departs the station, is followed 8 minutes later by a train to Ormskirk, which is followed by a train to Kirkby 4 minutes later, which is followed by another train to Southport after 3 minutes. If we assume 1 minute dwell times for each train at the platform to reflect the larger than normal loading requirements (normal dwell is around 30 seconds) then the 15 minute cycle may be represented as follows:

Figure 1: 15 minute northbound train arrival cycle

Minutes of cycle	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Southport																
Inter-train																
Ormskirk																
Inter-train																
Kirkby																
Inter-train																

Source: Mott MacDonald

If we assume that the queue through the subway will only move during the inter-train periods when the next train's worth of passengers will be moved onto the platform, then we have a total of 12 mins in each 15 minute period during which the queue will move. At a rate of 50 passengers per minute, this amounts to 12 x 4 x 50 passengers per hour which is equivalent to 2,400. In reality some movement into position may be expected whilst the train is in the platform so a total maximum throughput of 2,500 per hour is considered realistic.

It is assumed for the purposes of the analysis, that all of the demand for Sandhills will arrive at the station within the hour after final whistle. It is noted that this demand may in fact spread out over a longer time period as a result of the enhanced post-match offer in the vicinity of the stadium depending on the match finish time, nonetheless for a robust and worst-case scenario, we assume that all demand for rail services must be accommodated within an hour of final whistle.

It is therefore clear that Sandhills will not be able to accommodate the total stated demand for rail at the station in the post-match hour. Liverpool City Region Combined Authority have recently commissioned Network Rail to undertake a feasibility study to review the options for providing additional capacity which may include a new entrance to the station and, ultimately, a new platform at the station. It is considered unlikely, however, that this could be delivered by the target stadium opening date, although it remains a significant aspiration for future seasons in which a higher proportion, if not all, of the stated demand at Sandhills might be accommodated.

4 Strategy for Sandhills

As noted above, Sandhills station will initially only be able to accommodate around 2,500 passengers through the station subway to the platform in the hour after final whistle (It should be noted that the supporter survey undertaken for the stadium project revealed that the current level of usage for Sandhills station for travel to Goodison Park is 1,200 on weekends and 950 on weekdays).

If we assume an even north / south split (which is approximately supported by the stated demand figures), this implies that the station will only be able to accommodate 1,250 fans travelling north, and 1,250 fans travelling south after the match. It is envisaged that this demand will require careful management in order to safely access rail services at the station. A corralling area will be required to the front of the station and it is proposed that this 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. The works to facilitate this coralling area is envisaged to be minimal, consisting of an area of hardstanding and movable temporary crowd barriers. Queues could be formed as follows:

- 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.

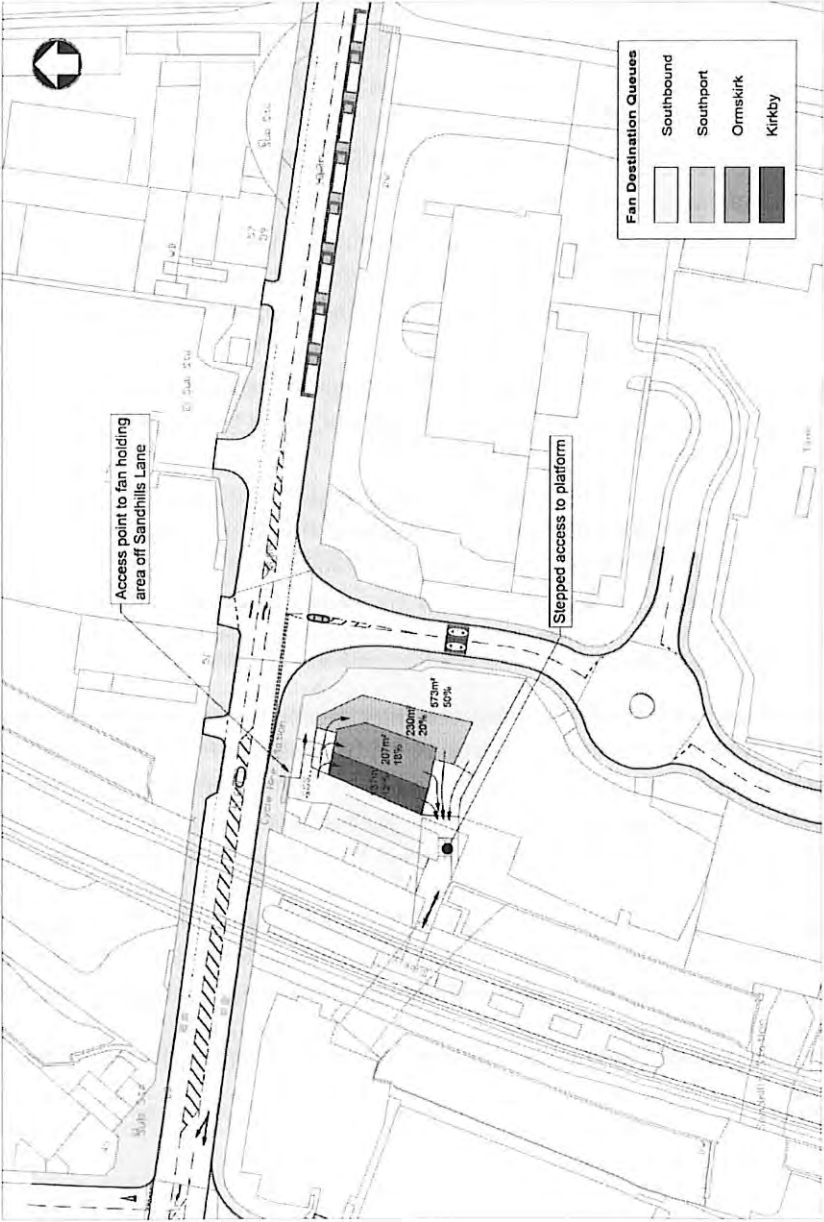
It is envisaged that each queue will be called to the platform via the subway in the interval between trains arriving at the station so that the queue for the next arriving train will be waiting to access the platform as soon as it is vacated by the previous train demand. For the southbound passengers, two options exist:

- Either southbound passengers will be called separately during the long period between Southport train departures and Ormskirk train arrival (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.

The exact details of the boarding strategy will be considered at length before opening by those in the rail industry with expertise in this area. It is clear, however, that the strategy will 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 highlights the proposed area of hardstanding outside Sandhills station, and a possible arrangement for four queues, however it should be noted that both Merseyrail Electrics and Merseytravel have considerable experience in marshalling these periods of high demand safely and will no doubt wish to refine the design.

Figure 2: Indicative Queuing System



Source: Mott MacDonald

5 Strategy for residual Sandhills demand

For the residual demand that is unable to access rail services at Sandhills (as demand is likely to exceed the day 1 capacity available), a number of alternative arrangements will be in place. Firstly it will be important to avoid a situation in which the residual demand for Sandhills arrives at the station with the expectation of being able to travel. It will therefore be important to both inform the fans departing the match of the limited available capacity at Sandhills by a comprehensive information campaign that promotes the alternatives, and intercept as much of the Sandhills rail demand as possible before it arrives at the station. In particular, it will be important to cater for those that wish to travel south from the stadium towards the city centre since they would be walking in the opposite direction to the final destination in order to access Sandhills.

It is proposed that the following alternative provision for fans will be in place:

- A high-frequency shuttle-bus between Bramley-Moore Dock (from Great Howard Street / Blackstone Street junction), to be commercially operated by existing bus operators within the Liverpool City Region;
- A high-frequency shuttle-bus to Bootle (from Boundary Street northbound), also to be operated commercially by existing bus operators;
- Existing commercial bus services in the Vauxhall Road / Scotland Road area;
- Rail services from both Bank Hall (on the Southport line) and Kirkdale (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;
- In the future, a high quality walking and cycling connection through the wider Liverpool Waters development. This will not be undertaken as part of this project and is unlikely to be in place on the day of opening of the stadium, but will add to the accessibility of the facility when it becomes available at a point in the future.

By estimating the capacity of each mode of transport to carry additional passengers, and by analysing the intended direction of travel of the residual demand from analysis of home postcodes, it is possible to assign this residual demand to each of these modes of transport.

The following tables show the available spare capacity of each mode of transport and how the residual demand might be expected to assign to these modes. In this table the following guidance has been followed in calculating the spare capacity of each mode to take residual Sandhills rail demand:

- **Sandhills Rail:** Of the 2,500 passengers per hour that may access the station, stated demand data suggests that these will split approximately equally, implying capacity for 1,250 passengers in both northbound and southbound directions.
- **Bank Hall and Kirkdale Rail:** Recent survey work has implied that on a weekend, northbound trains in the post-match period have the capacity to carry 5,510 passengers northbound and 6,508 in a southbound direction taking into account existing demand. On a weekday, northbound trains in the post-match period have the capacity to carry 5,497 passengers northbound and 5,395 in a southbound direction. Since the Southport line carries 41% of northbound passengers, and the Ormskirk and Kirkby lines carry 59% collectively, it is assumed that this spare capacity will be available in equal proportions at these locations. It should be noted that currently for matches at Goodison Park, the supporter travel survey has revealed that Kirkdale accommodates 3,378 match-related passengers at weekends and 2,614 passengers on weekdays implying that there is ample capacity for this residual northbound demand. Bank Hall is heavily underused at present and therefore should also provide the required capacity for residual northbound services.

- **Shuttle-bus to city centre:** The total capacity of 3,600 is equivalent to 20 double decker buses with a capacity of 90 passengers each making 2 trips into the city centre over the course of the hour. This has been agreed as feasible and commercially viable with bus operators without the need for funding contributions from Everton Football Club.
- **Shuttle-bus to Bootle:** Again, in correspondence with bus operators, it is assumed that 9 double decker buses will be available with a capacity of 90 passengers, each making 2 trips to Bootle during the post-match period. This has been agreed as feasible and commercially viable with bus operators without the need for funding contributions from Everton Football Club.
- **Walk to the city centre:** Whilst it is difficult to put a maximum capacity figure on a walking route, a pragmatic approach is to compare a walking route to an existing stadium of approximately equivalent size at an approximately equivalent distance from the city centre. Manchester City's Etihad Stadium provides a good comparator in this regard and this facility has a city centre walking route to the city centre which is used by approximately 12,000 fans after every home match. The maximum number of fans walking towards the city centre has therefore been capped at 12,000 for the purposes of this analysis. It is possible that this figure could be exceeded, particularly once the future route through Liverpool Waters is opened, however for the purposes of Day 1 estimation, 12,000 is considered pragmatic. The route through Liverpool Waters will not be present at the first day of opening but be delivered in future with the wider development of the Liverpool Waters site.
- **Taxi:** The final mode which may accept residual demand as a result of the limitation on rail users at Sandhills is direct taxi from one of the nearby taxi ranks. Again, a comparator stadium has been considered and, in this case, Anfield stadium is a good comparator since the taxi operators serving Anfield will be the same as those that will serve Bramley-Moore Dock. Following consultation with these operators, it was agreed that a pragmatic upper limit on taxi capacity would be approximately the volume of taxi passengers carried to Anfield for each home game, which is around 15,000.

Table 2: Spare Capacity and Assigned Demand by Mode – Weekend

Mode	Total Stated Demand	Total capacity to carry	Spare Capacity for Sandhills Rail Demand	Assigned Rail Demand
Train from Sandhills (Northbound)	7,889	1,250	0	1,250
Train from Sandhills (Southbound)	6,988	1,250	0	1,250
Train from Bank Hall (Northbound)	465	2,259	1,794	1,234
Trains from Kirkdale (Northbound)	669	3,251	2,582	1,776
Shuttle-bus to city centre	2,159	3,600	1,441	1,441
Shuttle-bus to Bootle	0	1,620	1,620	1,620
Taxi	5,274	15,000	9,726	2,089
Walk to city centre	6,649	12,000	5,351	5,351
Total Rail Demand Only (in bold)	16,011			16,011

Source: Mott MacDonald Calculations

Table 3: Spare Capacity and Assigned Demand by Mode – Weekday

Mode	Total Stated Demand	Total capacity to carry	Spare Capacity for Sandhills Rail Demand	Assigned Rail Demand
Train from Sandhills (Northbound)	7,240	1,250	-	1,250
Train from Sandhills (Southbound)	6,347	1,250	-	1,250
Train from Bank Hall (Northbound)	359	2,254	1,895	1,228.77
Trains from Kirkdale (Northbound)	516	3,243	2,727	1,768.23
Shuttle-bus to city centre	1,888	3,600	1,712	1,712.11
Shuttle-bus to Bootle	-	1,620	1,620	1,620
Taxi	4,472	15,000	10,528	-
Walk to city centre	5,070	12,000	6,930	5,633
Total Rail Demand Only (in bold)	14,462			14,462

Source: Mott MacDonald Calculations

This analysis therefore highlights that rail demand for Sandhills may be effectively catered for in both a northbound and southbound direction by other modes in the post-match period on the day of opening of the proposed stadium. It should be noted that no allowance has been made herein the calculations for existing bus services in the Vauxhall Road / Scotland Road area which will also be able to accommodate a proportion of the residual rail demand. This adds to the robustness of this assessment.

6 Ultimate Aspiration for Sandhills

It is noted that the strategy described above, in which 2,500 fans may be carried by rail services from Sandhills station in the post-match period, is a practical and implementable strategy for day one of opening of the new stadium. Ultimately, however, there is a strong aspiration amongst rail industry partners including Merseytravel and Merseyrail, that Sandhills should play a larger role in the overall picture in terms of the number of passengers carried. To this end, Liverpool City Region Combined Authority and Merseytravel have recently commissioned Network Rail to undertake a feasibility study into increasing passenger capacity at Sandhills.

It should be noted, however, that this is an aspiration only at present and any scheme to improve capacity remains uncommitted. Furthermore, there remains no requirement for the future capacity works to be completed prior to opening of the stadium and the scheme is not considered necessary in order to make the BMD scheme acceptable in planning or transportation terms.

The People's Project: Bramley-Moore Dock

Agreed Match Day Rail Strategy

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Signed:

Date:

Print name:

For and on behalf of:

Jill Coule

18 December 2019

JILL COULE - CHIEF LEGAL OFFICER

*LIVERPOOL CITY REGION COMBINED
AUTHORITY.*

Project:	The People's Project		
Our reference:	385175	Your reference:	NJO
Prepared by:	N. Ovenell	Date:	13/12/2019
Approved by:	R. Brown	Checked by:	K. Blakey
Subject:	Proposed Match Day Rail Travel Strategy		

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- The capacity of the trains – limited by the total capacity of the rolling stock that will be in use when the stadium opens (486 passengers per four-car train unit) and the background (non-football) demand of passengers on the train as it passes through Sandhills, or boarding the train at Sandhills; and
- The capacity of the station – limited by the maximum safe passenger throughput of the station subway (used to access the central island platform for travel in both directions), the stairway between the subway and the platform, and the capacity of the island platform itself.

In the case of the former, recent passenger surveys at Sandhills have revealed that, on a weekend, northbound trains in the post-match period (17:00 – 18:00 during a weekend, and 22:00 – 23:00 on a weekday) have the capacity to carry 5,510 additional passengers northbound and 6,508 in a southbound direction. On a weekday, northbound trains in the post-match period have the capacity to carry 5,497 additional passengers northbound and 5,395 in a southbound direction.

However, discussions with Merseyrail Electrics, Merseytravel and Network Rail have revealed that the limiting factor is in fact the throughput of the subway which is estimated to be able to safely carry around 50 passengers per minute, based on pedestrian modelling undertaken by Merseyrail. This would amount to around 3,000 passengers per hour through the subway to the platform, but limited platform capacity would require access to the platform to be restricted to 'next train only' demand with the bulk of the passengers corralled into queues at the front of the station (to be discussed later in this note). In fact, the total operating throughput of the subway is likely to be approximately 2,500 per hour through the subway to the platform. This can be seen in the following diagram which illustrates the available time in each cycle of trains during which passengers may move through the subway. This illustrates a post-match period where rail demand will be at its most intense.

In a standard 15 minute period in the northbound direction, a train to Southport departs the station, is followed 8 minutes later by a train to Ormskirk, which is followed by a train to Kirkby 4 minutes later, which is followed by another train to Southport after 3 minutes. If we assume 1 minute dwell times for each train at the platform to reflect the larger than normal loading requirements (normal dwell is around 30 seconds) then the 15 minute cycle may be represented as follows:

Figure 1: 15 minute northbound train arrival cycle

Minutes of cycle	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Southport																
Inter-train																
Ormskirk																
Inter-train																
Kirkby																
Inter-train																

Source: Mott MacDonald

If we assume that the queue through the subway will only move during the inter-train periods when the next train's worth of passengers will be moved onto the platform, then we have a total of 12 mins in each 15 minute period during which the queue will move. At a rate of 50 passengers per minute, this amounts to 12 x 4 x 50 passengers per hour which is equivalent to 2,400. In reality some movement into position may be expected whilst the train is in the platform so a total maximum throughput of 2,500 per hour is considered realistic.

It is assumed for the purposes of the analysis, that all of the demand for Sandhills will arrive at the station within the hour after final whistle. It is noted that this demand may in fact spread out over a longer time period as a result of the enhanced post-match offer in the vicinity of the stadium depending on the match finish time, nonetheless for a robust and worst-case scenario, we assume that all demand for rail services must be accommodated within an hour of final whistle.

It is therefore clear that Sandhills will not be able to accommodate the total stated demand for rail at the station in the post-match hour. Liverpool City Region Combined Authority have recently commissioned Network Rail to undertake a feasibility study to review the options for providing additional capacity which may include a new entrance to the station and, ultimately, a new platform at the station. It is considered unlikely, however, that this could be delivered by the target stadium opening date, although it remains a significant aspiration for future seasons in which a higher proportion, if not all, of the stated demand at Sandhills might be accommodated.

4 Strategy for Sandhills

As noted above, Sandhills station will initially only be able to accommodate around 2,500 passengers through the station subway to the platform in the hour after final whistle (It should be noted that the supporter survey undertaken for the stadium project revealed that the current level of usage for Sandhills station for travel to Goodison Park is 1,200 on weekends and 950 on weekdays).

If we assume an even north / south split (which is approximately supported by the stated demand figures), this implies that the station will only be able to accommodate 1,250 fans travelling north, and 1,250 fans travelling south after the match. It is envisaged that this demand will require careful management in order to safely access rail services at the station. A corralling area will be required to the front of the station and it is proposed that this 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. The works to facilitate this corralling area is envisaged to be minimal, consisting of an area of hardstanding and movable temporary crowd barriers. Queues could be formed as follows:

- 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.

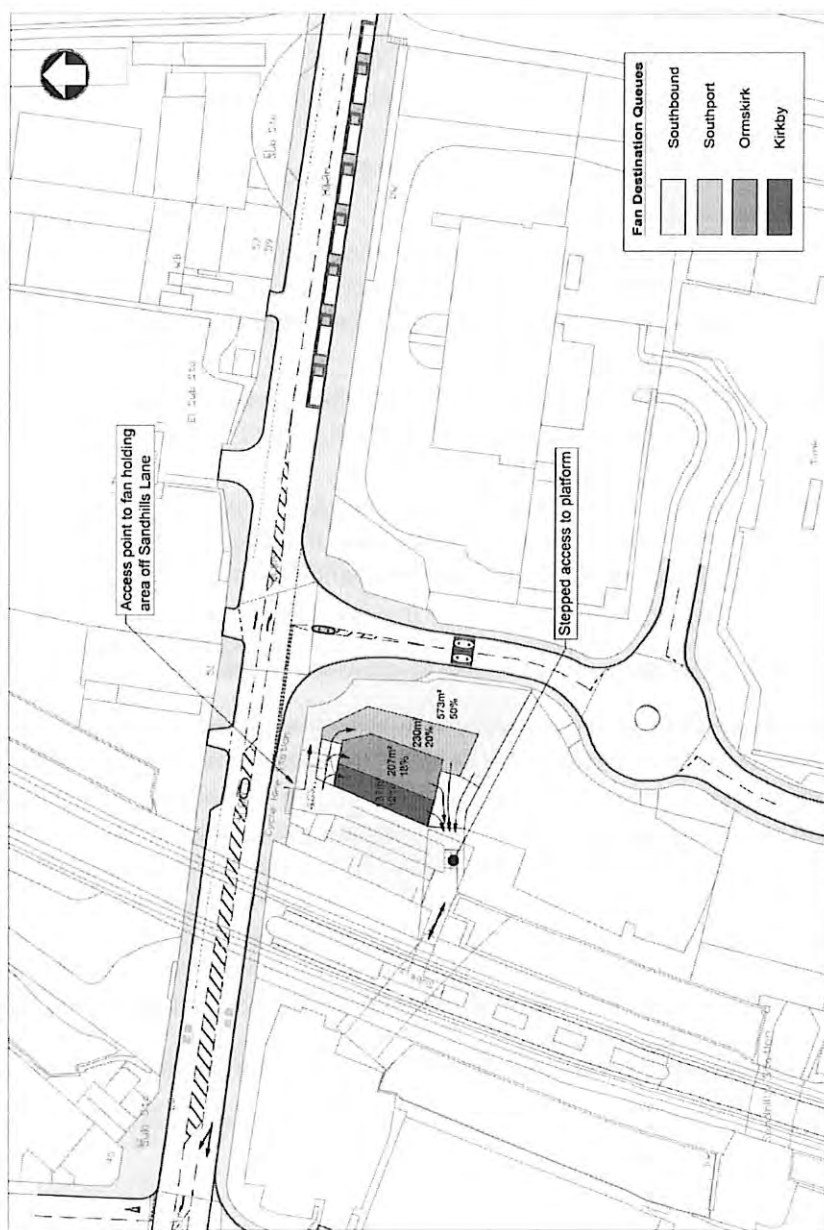
It is envisaged that each queue will be called to the platform via the subway in the interval between trains arriving at the station so that the queue for the next arriving train will be waiting to access the platform as soon as it is vacated by the previous train demand. For the southbound passengers, two options exist:

- Either southbound passengers will be called separately during the long period between Southport train departures and Ormskirk train arrival (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.

The exact details of the boarding strategy will be considered at length before opening by those in the rail industry with expertise in this area. It is clear, however, that the strategy will 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 highlights the proposed area of hardstanding outside Sandhills station, and a possible arrangement for four queues, however it should be noted that both Merseyrail Electrics and Merseytravel have considerable experience in marshalling these periods of high demand safely and will no doubt wish to refine the design.

Figure 2: Indicative Queuing System



Source: Mott MacDonald

5 Strategy for residual Sandhills demand

For the residual demand that is unable to access rail services at Sandhills (as demand is likely to exceed the day 1 capacity available), a number of alternative arrangements will be in place. Firstly it will be important to avoid a situation in which the residual demand for Sandhills arrives at the station with the expectation of being able to travel. It will therefore be important to both inform the fans departing the match of the limited available capacity at Sandhills by a comprehensive information campaign that promotes the alternatives, and intercept as much of the Sandhills rail demand as possible before it arrives at the station. In particular, it will be important to cater for those that wish to travel south from the stadium towards the city centre since they would be walking in the opposite direction to the final destination in order to access Sandhills.

It is proposed that the following alternative provision for fans will be in place:

- A high-frequency shuttle-bus between Bramley-Moore Dock (from Great Howard Street / Blackstone Street junction), to be commercially operated by existing bus operators within the Liverpool City Region;
- A high-frequency shuttle-bus to Bootle (from Boundary Street northbound), also to be operated commercially by existing bus operators;
- Existing commercial bus services in the Vauxhall Road / Scotland Road area;
- Rail services from both Bank Hall (on the Southport line) and Kirkdale (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;
- In the future, a high quality walking and cycling connection through the wider Liverpool Waters development. This will not be undertaken as part of this project and is unlikely to be in place on the day of opening of the stadium, but will add to the accessibility of the facility when it becomes available at a point in the future.

By estimating the capacity of each mode of transport to carry additional passengers, and by analysing the intended direction of travel of the residual demand from analysis of home postcodes, it is possible to assign this residual demand to each of these modes of transport.

The following tables show the available spare capacity of each mode of transport and how the residual demand might be expected to assign to these modes. In this table the following guidance has been followed in calculating the spare capacity of each mode to take residual Sandhills rail demand:

- **Sandhills Rail:** Of the 2,500 passengers per hour that may access the station, stated demand data suggests that these will split approximately equally, implying capacity for 1,250 passengers in both northbound and southbound directions.
- **Bank Hall and Kirkdale Rail:** Recent survey work has implied that on a weekend, northbound trains in the post-match period have the capacity to carry 5,510 passengers northbound and 6,508 in a southbound direction taking into account existing demand. On a weekday, northbound trains in the post-match period have the capacity to carry 5,497 passengers northbound and 5,395 in a southbound direction. Since the Southport line carries 41% of northbound passengers, and the Ormskirk and Kirkby lines carry 59% collectively, it is assumed that this spare capacity will be available in equal proportions at these locations. It should be noted that currently for matches at Goodison Park, the supporter travel survey has revealed that Kirkdale accommodates 3,378 match-related passengers at weekends and 2,614 passengers on weekdays implying that there is ample capacity for this residual northbound demand. Bank Hall is heavily underused at present and therefore should also provide the required capacity for residual northbound services.

- **Shuttle-bus to city centre:** The total capacity of 3,600 is equivalent to 20 double decker buses with a capacity of 90 passengers each making 2 trips into the city centre over the course of the hour. This has been agreed as feasible and commercially viable with bus operators without the need for funding contributions from Everton Football Club.
- **Shuttle-bus to Bootle:** Again, in correspondence with bus operators, it is assumed that 9 double decker buses will be available with a capacity of 90 passengers, each making 2 trips to Bootle during the post-match period. This has been agreed as feasible and commercially viable with bus operators without the need for funding contributions from Everton Football Club.
- **Walk to the city centre:** Whilst it is difficult to put a maximum capacity figure on a walking route, a pragmatic approach is to compare a walking route to an existing stadium of approximately equivalent size at an approximately equivalent distance from the city centre. Manchester City's Etihad Stadium provides a good comparator in this regard and this facility has a city centre walking route to the city centre which is used by approximately 12,000 fans after every home match. The maximum number of fans walking towards the city centre has therefore been capped at 12,000 for the purposes of this analysis. It is possible that this figure could be exceeded, particularly once the future route through Liverpool Waters is opened, however for the purposes of Day 1 estimation, 12,000 is considered pragmatic. The route through Liverpool Waters will not be present at the first day of opening but be delivered in future with the wider development of the Liverpool Waters site.
- **Taxi:** The final mode which may accept residual demand as a result of the limitation on rail users at Sandhills is direct taxi from one of the nearby taxi ranks. Again, a comparator stadium has been considered and, in this case, Anfield stadium is a good comparator since the taxi operators serving Anfield will be the same as those that will serve Bramley-Moore Dock. Following consultation with these operators, it was agreed that a pragmatic upper limit on taxi capacity would be approximately the volume of taxi passengers carried to Anfield for each home game, which is around 15,000.

Table 2: Spare Capacity and Assigned Demand by Mode – Weekend

Mode	Total Stated Demand	Total capacity to carry	Spare Capacity for Sandhills Rail Demand	Assigned Rail Demand
Train from Sandhills (Northbound)	7,889	1,250	0	1,250
Train from Sandhills (Southbound)	6,988	1,250	0	1,250
Train from Bank Hall (Northbound)	465	2,259	1,794	1,234
Trains from Kirkdale (Northbound)	669	3,251	2,582	1,776
Shuttle-bus to city centre	2,159	3,600	1,441	1,441
Shuttle-bus to Bootle	0	1,620	1,620	1,620
Taxi	5,274	15,000	9,726	2,089
Walk to city centre	6,649	12,000	5,351	5,351
Total Rail Demand Only (in bold)	16,011			16,011

Source: Mott MacDonald Calculations

Table 3: Spare Capacity and Assigned Demand by Mode – Weekday

Mode	Total Stated Demand	Total capacity to carry	Spare Capacity for Sandhills Rail Demand	Assigned Rail Demand
Train from Sandhills (Northbound)	7,240	1,250	-	1,250
Train from Sandhills (Southbound)	6,347	1,250	-	1,250
Train from Bank Hall (Northbound)	359	2,254	1,895	1,228.77
Trains from Kirkdale (Northbound)	516	3,243	2,727	1,768.23
Shuttle-bus to city centre	1,888	3,600	1,712	1,712.11
Shuttle-bus to Bootle	-	1,620	1,620	1,620
Taxi	4,472	15,000	10,528	-
Walk to city centre	5,070	12,000	6,930	5,633
Total Rail Demand Only (in bold)	14,462			14,462

Source: Mott MacDonald Calculations

This analysis therefore highlights that rail demand for Sandhills may be effectively catered for in both a northbound and southbound direction by other modes in the post-match period on the day of opening of the proposed stadium. It should be noted that no allowance has been made herein the calculations for existing bus services in the Vauxhall Road / Scotland Road area which will also be able to accommodate a proportion of the residual rail demand. This adds to the robustness of this assessment.

6 Ultimate Aspiration for Sandhills

It is noted that the strategy described above, in which 2,500 fans may be carried by rail services from Sandhills station in the post-match period, is a practical and implementable strategy for day one of opening of the new stadium. Ultimately, however, there is a strong aspiration amongst rail industry partners including Merseytravel and Merseyrail, that Sandhills should play a larger role in the overall picture in terms of the number of passengers carried. To this end, Liverpool City Region Combined Authority and Merseytravel have recently commissioned Network Rail to undertake a feasibility study into increasing passenger capacity at Sandhills.

It should be noted, however, that this is an aspiration only at present and any scheme to improve capacity remains uncommitted. Furthermore, there remains no requirement for the future capacity works to be completed prior to opening of the stadium and the scheme is not considered necessary in order to make the BMD scheme acceptable in planning or transportation terms.

The People's Project: Bramley-Moore Dock

Agreed Match Day Rail Strategy

Everton Football Club, Liverpool City Region Combined Authority, Merseyrail Electrics and Merseytravel have agreed a strategy for rail services to serve the proposed new stadium at Bramley-Moore Dock and help facilitate the development of this exciting project.

From the opening day of the stadium, Sandhills station will offer an excellent and convenient travel option for all match-goers wishing to use the train to access the stadium in the pre-match period. In this pre-match period, it is acknowledged that some additional staff may be required at the station to assist supporters and maintain safe operation of the station.

In the post-match period, the high demand for usage of the station in a very short period of time at the final whistle, combined with the limited available space in the current station will mean that crowd control measures will be implemented immediately outside the station to maintain a safe environment. Fans will be managed through a staffed queueing system in a new area of barriered hard-standing outside the station, separated into queues depending on required destination. Some fans may therefore find it more convenient to walk to alternative stations, or use alternative modes of transport in the immediate post-match period (see below). The works to facilitate this corralling area are envisaged to be limited, consisting of an appropriate area of hardstanding and movable temporary crowd barriers. The area will be constructed to a specification agreed between the Club and Merseytravel.

Merseytravel will allow the Club to access the station for the purpose of working up, and costing, a detailed scheme for the barriered hard-standing area. The Club and Merseytravel will in due course enter into a formal agreement for Merseytravel to carry out these works within an agreed period after the stadium planning permission is implemented. In return, the Club will agree to reimburse Merseytravel's construction costs to an appropriate amount to be agreed between the two parties.

Full details of the queueing, marshalling and management strategy will be defined in more detail over the intervening years before opening, building on the local experience and successful management of peak rail demand at major events, including sporting crowds such as at the Aintree Festival. A potential system which has informed the agreement between parties is set out sections 1 to 5 in the Mott MacDonald Technical Note 'Proposed Match Day Rail Travel Strategy' dated 13th December 2019.

Accompanying Measures as part of the wider Stadium Transport Strategy

There will be a clear and concise information and marketing strategy informing fans of the transport options for access and egress of the stadium. The options themselves will include:

- A high-frequency shuttle-bus 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 shuttle-bus to Bootle (from Boundary Street northbound);
- 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;
- In the future, a high-quality walking and cycling connection through the wider Liverpool Waters development. This will not be undertaken as part of this project and is unlikely to be in place on the day of opening of the stadium but will add to the accessibility of the facility when it becomes available at a point in the future.

In addition to these measures, Liverpool City Region Combined Authority and Merseytravel have commissioned Merseyrail to undertake a feasibility study into the possible means of increasing passenger capacity at Sandhills Station, to accommodate football related passenger traffic, at an optimal level for the rail network.

This study work will be progressed, prior to the opening of the stadium with a view to implementing any appropriate station enhancements as soon as these can be practically achieved and funded.

The Liverpool City Region Combined Authority, Merseytravel, Network Rail and Merseyrail Electrics Ltd will continue to participate in the Transport Working group which will oversee the delivery of a successful transport strategy for the new stadium from the day of opening,

As part of these efforts, Everton Football Club will also collaborate with the Liverpool City Region Combined Authority, Merseytravel, Network Rail and Merseyrail Electrics in exploring the potential for further measures to enhance Sandhills Station, and the use of the rail network, subsequent to the initial proposals for operation at Sandhills Station, and on the wider Merseyrail system, following the opening of the stadium.

These points reflect the key matters and proposals which have been discussed and are supported and agreed by the Rail Community, who hereby provide confirmation of the points outlined above in support for the new stadium.

Signed:  Date: 19/12/19

Print name: Andrew Heath

For and on behalf of: Managing Director - Merseyrail Electrics 2002 Ltd.

People's Project

Stadium Transport Assessment Scoping-

April 2019

Confidential Issued to LCC 24.04.19

People's Project

Stadium Transport Assessment Scoping-

April 2019

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1 People's Project Stadium Transport Assessment Scoping

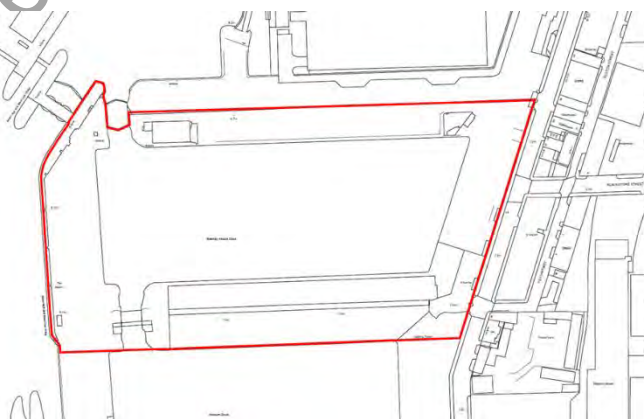
1.1 Introduction

This technical note has been prepared to scope Liverpool City Council's (LCC) requirements for a Transport Assessment (TA) and Travel Plan to support a full planning application for a new football stadium for Everton Football Club at Bramley Moore Dock (BMD), Liverpool. The capacity of the stadium for planning scoping purposes is set at 52,000 spectators with ancillary match day facilities. Non-match day uses are to be determined.

This technical note provides an overview of Mott MacDonald's (MM) approach to the application and the key transport issues the TA will address. The scope has been shaped by transport meetings which have taken place since May 2017 with Liverpool City Council and Merseytravel.

The transport characteristics of the proposed stadium on match days will be completely different compared to non-match days. Accordingly, the Transport Assessment methodology will take account of this and identify measures specific to each scenario.

Figure 1.1: Site Location



It should be noted that the proposed site layout is not yet fixed. All development within the red line boundary is subject to change. Accordingly, this scoping note focusses on our approach to assessing impact externally from the stadium site.

1.2 Scoping Meetings

The scoping note has been prepared following scoping and transport strategy meetings with Liverpool City Council and Merseytravel which have taken place since mid-2017. In more recent months Mott MacDonald has met individually with other transport stakeholders to discuss the broad principles of the emerging transport strategy. We are now at a point where the fundamentals of the strategy are broadly agreed.

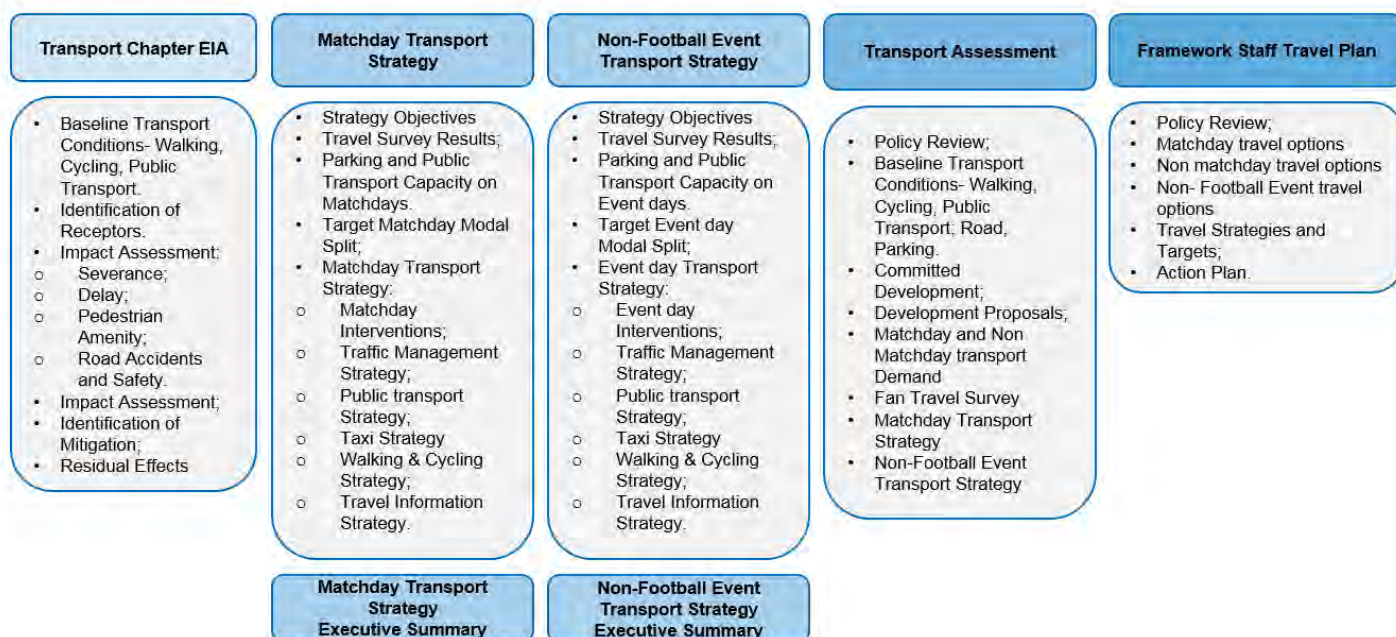
Mott MacDonald has met with the following transport stakeholders:

- Liverpool City Council (Planning, Highways Development Management, Urban Traffic Control, Traffic Management, Parking Services, Taxi Licencing);
- Liverpool City Region Combined Authority;
- Merseytravel (Leadership Team, Head of Operations, Bus Operations, Rail Operations);
- Sefton Council (Planning Services and Highways Development Control);
- Highways England;
- Bus operators (Stagecoach, Arriva and People's Bus);
- Taxi representatives (Unite the Union- representing Hackney carriages and Delta Taxis for private hire);
- The Police (Roads Policing and Anti-Terror);

Where appropriate in the final TA formal records of meetings above will be appended

1.3 Planning Application Documents

The Transport Assessment will sit within a suite of related transport documents in support of the planning application. These are set out below:



1.3.1 Transport Chapter ES

It should be noted that the Transport Chapter of the EIA was scoped with Liverpool City Council in 2017 and is therefore not discussed further here. It should be noted that the EIA scoping document was based on a 60,000 capacity Stadium. The proposed development is for a 52,000-capacity stadium. The Transport Assessment will form part of the technical appendix to the EIA.

1.3.2 Matchday Transport Strategy

In brief, the Matchday Transport Strategy document will provide detail on the specific transport measures which will be employed on match days and how these will be deployed on matchdays. The content is summarised in the figure above. A concise executive summary of the strategy will be prepared which will serve as a useful summary of matchday transport for the lay reader.

1.3.3 Non-Football Event Transport Strategy

It is proposed that the stadium could host non-football events such as concerts. Other smaller scale events include conferences. In brief, the Non-Football Event Transport Strategy document will provide detail on the specific transport measures which will be employed event days. The content is summarised in the figure above. A concise executive summary of the strategy will be prepared which will serve as a useful summary of matchday transport for the lay reader.

1.3.4 Transport Assessment Structure

The TA will broadly follow the structure as detailed above. In the next chapter the proposed scope of each section is described in detail.

1.3.5 Framework Staff Travel Plan

The travel plan will focus upon staff travel on matchdays, non-football event days and day on which there are no football matches or events. The travel patterns of supporters are dealt with within the Match Day Transport Strategy and of event attendees in the Non-Football Event Day Strategy. Through a range of hard and soft measures the club will be able to influence the travel behaviour of staff and visitors on non-matchdays and encourage the use of public transport.

2 Transport Assessment Scope

2.1 Policy Review

A review of the development in relation to National and Local transport policy will be provided. It should be noted that the statutory development plan comprises the Unitary Development Plan (UDP - adopted 2002). Other relevant material considerations include:

- National Planning Policy Framework (2019) (and associated Planning Practice Guidance, 2014 and as amended)
- Liverpool Local Plan (currently in draft format, 2018)
- Liverpool City Centre Strategic Investment Framework (2012)
- Liverpool City Region Long Term Rail Strategy (2018)
- Merseyside Local Transport Plan 3 (2011)
- Ensuring a Choice of Travel SPD (2008)
- Ten Streets Strategic Regeneration Framework (2018)
- Design for Access for All SPD (2011)
- Liverpool Maritime Mercantile City World Heritage Site (WHS) SPD (2009)
- Merseyside Active Travel Strategy (2011)
- Guide to Safety at Sports Grounds (2018)
- Accessible Sports Facilities (Sport England) (2010)
- Other policy or guidance documents identified as being relevant from discussions with stakeholders.

2.2 Baseline Transport Conditions

2.2.1 Existing Site Uses and Layout

The application site comprises BMD, within the Port of Liverpool on the River Mersey. BMD is currently accessed through two gated openings in the dock wall from Regent Road, at the southeast and northeast corners of the site.

The application site is currently operational and is used for the storage and distribution of sand in addition to other warehouse storage and distribution activities. The dock itself is also used as a mooring point for tugboats and other vessels.

A description of the existing development site will be provided in the TA and will include:

- Current site use and transport characteristics
- Means of access

2.2.2 Road Network

An overview of the highway network near the site will be undertaken with an appraisal of strategic routes to the site and local connectivity.

Traffic flow data will be presented to show traffic flow on key routes from the site. This will be made of a combination of surveyed data and data provided by LCC from their permanent count sites. The key routes will include:

- Regent Road
- Great Howard Street
- Vauxhall Road
- Scotland Road
- Great Homer Street;

A review of accident data in the immediate vicinity of the site will be presented which will include:

- Regent Road (between Walter Street and Boundary Street);
- Blackstone Street (between Regent Road and Great Howard Street);
- Great Howard Street (between Walter Street and Boundary Street).

It should be noted that the use and layout of the road links above (except for Blackstone Street) will change once the roadworks on these links are completed as part of the Liverpool City Council Northern Key Corridors scheme. Accordingly, we would expect these works to result in improved safety near the site.

2.2.3 Walking and cycling

A review of connectivity to the existing walking and cycle networks will be provided. This review will concentrate upon the site's connection to the City Centre (and its rail stations) and Sandhills Station on foot and by bicycle. The convenience and condition of these routes will be appraised as well as wider connections to the Liverpool Cycle network.

Consideration to new pedestrian and cycle routes created by third parties through committed development will be given. As part of Liverpool Waters, new North – South routes are proposed connecting to Liverpool City Centre. It should be noted that the creation of these routes and the connection of these routes to BMD are not in Everton Football Club's control nor LCC's control.

2.2.4 Rail

Sandhills Station will form an important part of the match day access strategy. A full review of train frequency and capacity at Sandhills will be undertaken based on the current timetable. New rolling stock will be in operation on the Merseyrail network from 2020. The assessment will take account of the increase in capacity this will bring (some 20% per train).

Using survey data (either collected for this project or provided by Merseytravel for non-match days) current loadings of carriages passing through Sandhills will be evaluated.

The supporter travel survey (See next section) will identify the current (Goodison Park) and likely future (BMD) supporter travel patterns including modal choice.

Park and ride to the stadium will also form an important part of the match day strategy. As part of our survey work we will review occupancy of car parks at Merseyrail Stations.

2.2.5 Bus

Buses are relatively infrequent on the Regent Road and Great Howard Street corridors near the site. Vauxhall Road and Scotland Road form the key existing routes. A review of current bus frequency and bus infrastructure in these locations focusing on match times will be provided. In addition, an overview of current special bus operation for Goodison Park (Soccerbus and match day service 919) will be provided.

MM are aware that contributions towards bus services (funding for services and stops) are required by Peel as part of the Liverpool Waters Section 106 Agreement, albeit not until occupation of more than 21,000 sq m (GIA) in Neighbourhood A. Furthermore, as part of the Section 106 agreement for Liverpool Waters, Peel are required to provide bus contributions to support operations between Sandhills railway station and the city centre, on or before the occupation of more than 22,000 sq m (GIA) of Neighbourhood C (Schedule 8, Transport). The implementation of these services and facilities cannot be relied upon within the timeframe of the proposed stadium.

2.2.6 Parking

Data from on street parking surveys which Mott MacDonald has undertaken will be reviewed for match times on non-match days to establish latent demand for parking in the local area. The parking survey will inform discussions on any future Football Match Parking Zone (FMPZ). The survey area is based on a 30-minute walk time from the stadium. Analysis has demonstrated the current parking zone around Goodison Park and Anfield represents an approximate maximum 25-minute walking time. The extent of surveys was been agreed with LCC in the scoping meeting of 21st May 2018.

In terms of off-street parking MM will review available data for car park capacity and usage for car parks in the northern fringe of the city centre. New surveys will also be commissioned to establish potential capacity on matchdays. There are few existing publicly available car parks within the 30-minute walk time outside of the city centre area.

2.3 Committed Development

A review of committed development in the local area will be undertaken with a focus on transport impacts and any proposed new transport infrastructure proposed. MM will request details of committed development from Liverpool City Council.

2.3.1 Liverpool Waters

It is likely that the Liverpool Waters Development (ref: 10O/2424 and subsequent updated applications) will make up the bulk of the Committed Development section. Peel, the applicant for Liverpool Waters is currently in the process of submitting reserved matters applications and discharging planning conditions attached to the planning permission.

BMD is located within 'Neighbourhood E' of Liverpool Waters which also includes Nelson Dock to the south. Planning permission across BMD and Nelson Dock includes circa 350,000m² of A1, A2, A3, A4, B1 and C3, D1 and D2 use. The entirety of Liverpool Waters planning permission is for circa 1,700,000m² of the previously mentioned uses, as well as hotel use (Use Class C1). It is noted that the planning application document 'Do Something Network Changes' sets out the transport works needed to provide access to the full build out of the Liverpool Waters planning permission. These works include significant capacity enhancements to Regent Road and the Great Howard Street Leeds Street junction. In addition, as part of the North Liverpool Key Corridors planning applications, the capacity of Great Howard Street has been upgraded and the King Edward Street / Leeds Street junction, which has recently been upgraded follows the same suit.

MM would welcome information from LCC as to any updates or modelling work on a revised set of highway works to accommodate Liverpool Waters.

2.3.2 Other Developments

LCC's proposed Cruise Liner Terminal at Princes Dock (ref 17O/3230) will be reviewed along with the 10 Streets Strategic Regeneration Framework, the boundary of which extends to the east of the site on Regent Road.

The existing Isle of Mann ferry terminal is currently proposed to move to the Waterloo/Princes Half-Tide Dock and LCC's Planning Committee has recently resolved to approve the application for the new terminal.. Two residential developments by Romal (17F/1628) are currently under construction at West Waterloo Dock (Plot C04 and C06) and will be taken account of as committed development.

LCC's improvement scheme for Regent Road (cycleway) and Great Howard Street (dual carriageway) are currently under construction and will be fully taken account of.

It is possible that in the timeframe of this application a planning submission for LCC's Cruise Liner Car Park and bus facility on Great Howard Street will be submitted. MM will maintain contact with LCC to establish the status of this project through the course of our work.

MM requests details of any other further development that will need to be accounted for in the Transport Assessment.

2.4 Proposed Development and Operation

A detailed description of the proposed development will be provided along with plans and illustrations where appropriate.

The various uses of the development will be set out in the TA as well as the expected typical operation. The full range of uses on site and operational on non-match days is yet to be confirmed.

Based on past seasons an estimate of the likely number of matches to be played at the stadium will be provided as well as likely days and times. Details of the likely frequency of any proposed non – football events at the stadium will be provided.

A Minimum Accessibility Standard Assessment (MASA) will be included in this section as required by the Liverpool City Council, 'Ensuring a Choice of Travel' Supplementary Planning Document.

Details on the proposed means of access, of which all will be taken through the Regent Road Dock Wall will be provided, as well as tracking diagrams where appropriate.

2.5 Supporter Travel Survey

A Fan Travel Survey was undertaken in December 2018 to establish the current transport habits of Everton supporters at Goodison and how this could change with the move to Bramley Moore Dock. All season ticket holders, and supporters who had bought match tickets anytime in the last three seasons were invited to take part in the online survey by email.

The results of the survey have already been shared informally with LCC. The survey will be used with other data sources to establish:

- Point of origin for supporters travelling to the new stadium;
- Supporters preferred transport mode;
- Car occupancy;

- Potential demand for car parking, public transport, walking and cycling.

2.6 Transport Demand

2.6.1 Match Day Transport Demand

It is important to note that the modal split from the fan survey will serve only as a starting point to reviewing potential transport demand. Travel habits at the new stadium will establish themselves over time and respond to available capacity in terms of car parking, bus, and train. Once the stadium opens there will be a significant settling down period as fans explore different ways to get to the match and establish their pre- and post-match routines.

The potential demand for each mode of transport will be analysed based on a 52,000 full capacity matchday. This will be split into the following scenarios.

- Weekday Evening Game;
- Saturday Afternoon Game: 15:00 kick off

These two scenarios have been agreed previously with LCC in past scoping discussions. The two times represent the kick off times for 65% of all home games over the past four seasons (weekday games typically kick off at 19:45, 20:00 or 20:05).

2.6.2 Non Event Day Transport Demand

The mix of non-matchday uses on site has not yet been fixed. This could include the following:

- Club shop
- Museum
- Conference facilities

MM will use the TRICs database to establish transport demand for these uses as well as Census Data or a first principles approach to establish trip distribution. The potential demand for these will be assessed for the weekday peak hours (08:00 – 09:00 and 17:00 – 18:00) as well as the Weekend Peak (12:00 – 14:00).

2.6.3 Non-Football Event Transport Demand

At present the nature, timing and frequency of any non-football events held at the new stadium is not known. Notwithstanding this, the capacity of any non-football event will not exceed 52,000 spectators/visitors. As more information is known on the non-football events MM will share this information prior to planning submission.

2.7 Matchday Transport Strategy

2.7.1 Objectives

The objectives of the match day transport strategy are to achieve the following:

- Establish match day travel patterns which are safe and convenient.
- Wherever practical encourage sustainable modes of travel for supporters;
- Make efficient use of Sandhills Station as a public transport hub;
- Encourage supporters to use Liverpool City Centre including Moorfields Station as a transport hub;

- Recognise that for some, car travel will be most convenient mode and to take reasonable measures to reduce impact on residents and businesses as far as practicable.

2.7.2 Transport Strategy Interventions

The Transport Assessment will include a comprehensive package of measures to achieve the objectives of the Transport Strategy. The measures will be described in detail in the Transport Assessment. Many of the measures have been discussed in scoping discussions with Liverpool City Council and will include:

- Managed road closures on Regent Road (hard closure and soft closure). Great Howard Street (reduction to single lane running post-match with potential to temporarily close) on match days in the interest of pedestrian safety. Extent and timing of closures to be determined.
- Access to three key assets- United Utilities, Isle of Man Ferry Terminal and Titanic Hotel maintained in soft closure areas.
- Soft and hard closures to be maintained through the match period.
- Taxi Pick up and drop off:
 - Dublin Street;
 - Boundary Street;
 - Sandhills Lane.
- Shuttle bus pick up and drop off using Atlantic Park Loop. City centre routes and stops to be determined.
- Potential fan corralling area outside Sandhills Station.
- Advance matrix signage and traffic management measures required to implement the closures above.
- Parking restrictions in the vicinity of the site to restrict on street parking in the local area where it impacts on local residents or is to the detriment of pedestrian safety. Extent of FMPZ to be determined.
- Designated on street coach parking areas for home and away supporters.
- Signage on walking routes to Sandhills Station and to the city centre; and
- To facilitate a Transport Working Group to manage the match day transport strategy.

Based on the match day strategy interventions, baseline data, capacity assessments and fan survey a range of modal targets will be set and analysed. Sustainable modes of travel will be actively promoted by the club, as reflected in the Transport Strategy interventions. An indicative plan showing the matchday transport strategy as it stands is set out in Figure 1.

2.7.3 Matchday Travel Information Strategy

A strategy will be developed to provide information to supporters prior to stadium opening and through the course of the season on travel options available to them. Wherever practicable this will promote sustainable travel. This will make best use of technology, apps and best practice from other leading clubs. Matchday signage will also be considered as part of this work.

2.7.4 Match Day Traffic Management

An operations plan with a timeline which demonstrates how the proposed match day road closures will operate will be provided. This will set out in detail the approximate timeline of closures and traffic management measures which will be implemented. As part of our baseline work we will engage with Liverpool City Council and (subject to permission) the Police to discuss closures.

2.7.5 Road Closure Management

The interface between the road closures and access / egress to the stadium car park as well as essential match day vehicle access (such as team coaches) will be explored with a management strategy put in place. As is typical with any Premier League stadium with an on-site car park or car park close by, access to the car park is restricted so that no access is permitted close to match time. In the case of this stadium no access would be permitted once Regent Road is closed.

2.8 Non-Football Event Transport Strategy

For Non-Football Events the transport strategy will take a similar form to that of the Match Day Transport Strategy but will need to be tailored to specific event types by time of day, typical spectator profiles, expected attendance and timing of the event will all play its role in the strategy and range of interventions. The TA will provide discussion on this topic, detailing potential strategies for different events.

2.9 Non-Event Day Access Strategy

On a non-match day, the transport demand generated by the proposed stadium site will be well below that of a match day or events. Notwithstanding this, it will be a regular and constant generator of demand on a daily basis. Based on the proposed uses at the site and current activities at Goodison Park an estimate of daily transport movements will be made.

It is not expected that the demand generated on non-event days will be enough to have a significant impact on the local highway network. Notwithstanding this, the estimated traffic generation will be compared against surveyed traffic data so that a percentage impact assessment can be undertaken.

2.10 Internal Site Analysis

An overview of the site movement strategy will be provided. This will include match day movement, event day and non-event day movement.

For match days details of servicing, outside broadcasting, and maintenance routes will be provided along with the pedestrian routes. As is typical with Premier League Stadium vehicles and equipment for outside broadcasting arrive the day before the scheduled match or earlier. Emergency access routes for fire and ambulance will be clearly set out.

A summary of pedestrian modelling work will be included to demonstrate that the access and egress strategy for pedestrians on match days from Regent Road can be accommodated safely within recognised guidelines.

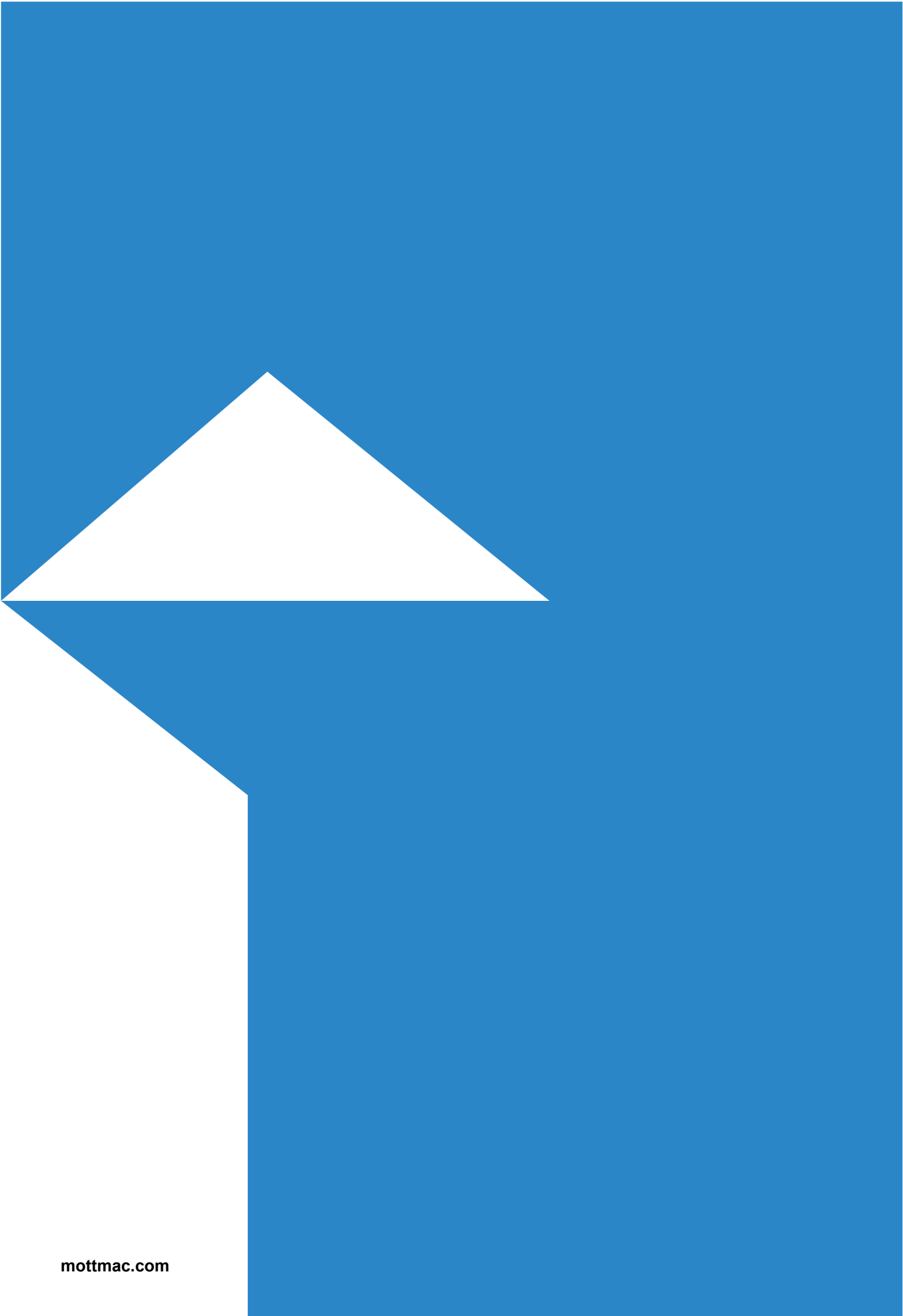
Autotrack analysis will be provided of the site and vehicles accessing the site through the dock wall.

2.11 Conclusions and Recommendations

A concise summary of the key findings of the Transport Assessment and a synopsis of the match day, event day and non event day access and egress strategy will be provided. A breakdown of the measures proposed to mitigate transport impact and a timetable for their implementation will be provided.

A concise summary of the match day timeline in terms of arrivals and departures of fans by mode and by time will be presented so that readers who may not have the time to absorb the entire document will be able to refer to this chapter to review the key transport issues.

Private & Confidential Issued to LCC 24.04.19



Blakey, Kevin D

From: Ian Yates <Ian.Yates@flinderschase.co.uk>
Sent: 03 May 2019 11:31
To: Blakey, Kevin D
Cc: Dingwall, Andy; Jones, Peter; Drury, Dave J; Reddington, Callum; Helen Clarkson
Subject: RE: People's Project: Draft Stadium Transport Assessment Scoping

Kevin,

Thanks for getting back to me on this. I take on board all your comments below and agree with you, and just to clarify on my notes against section 2.2.2 of your Scoping Note:

Accident Study.

What I've tried to say in my comment below is that I think the review of RTAs needs to be based upon the main routes which are likely to be followed by people accessing the stadium. And I'm suggesting the routes to/ from the main transport interchanges should be the basis of this. So the route between the stadium and Sandhills Station should perhaps be one complete route to study (Blackstone St, Gt Howard St, Sandhills Lane). The route between the stadium and the city centre should be another route to follow (Regent Road and Gt Howard Street between Blackstone Street and Leeds Street/ New Quay). I would also suggest Dublin Street be included (future taxi rank) and the section of Boundary Street which fill form the "bus loop" on match days. You'll be able to discount significant numbers of RTAs on Gt Howard Street because of the current works to make it a dual carriageway (i.e. right turns will be banned, or signal controlled) but I think the exercise needs to follow these "routes" to make sure you identify any potential "obvious" road safety issues which might need corrections to the highway layout in the future.

Traffic Study

I'm suggesting that Leeds Street/ The Strand (New Quay) should be included in the study here, because Leeds Street will be the route that northbound traffic is directed to take to get onto Scotland Road on Match days and Event days to avoid Gt Howard Street. And these are the roads closest to the City Centre where match day traffic issues could possibly have an impact upon the city centre.

I must admit I remain concerned about "crossing" the pedestrians moving from the stadium to the City Centre, over Leeds Street and New Quay. If, say 20,000 people leave the stadium over, say 90 minutes, and walk towards the city centre. That would mean that over that 90 minute period after the match has ended, there would be approx. 225 people every minute looking to cross Leeds Street/ New Quay. If we assume the signals are all on a 90 seconds cycle, that means that at every "green man" at those signals, 340 pedestrians are crossing the road into the city centre. These will be dispersed across a number of junctions, but this is a significant number of people crossing this busy A-road, and I think we need to at least consider this in the TA somewhere.

I hope this helps Kevin. If you have concerns with any of this please just say so.

Regards

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Director

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Sent: 02 May 2019 16:48
To: Ian Yates <Ian.Yates@flinderschase.co.uk>
Cc: Dingwall, Andy <Andy.Dingwall@liverpool.gov.uk>; Jones, Peter <Peter.Jones2@liverpool.gov.uk>; Drury, Dave J <Dave.Drury@mottmac.com>; Reddington, Callum <Callum.Reddington@mottmac.com>; Helen Clarkson <Helen.Clarkson@cbre.com>
Subject: RE: People's Project: Draft Stadium Transport Assessment Scoping

Ian

Thanks for the comments on the scoping note and I welcome further dialogue as work continues to progress. We'll take these comments on board and incorporate into a final scoping note which will be issued once formal pre app starts. Of course we'll also incorporate into the TA, the skeleton of which we are currently populating.

My response on the points are included in red below.

Please don't hesitate to call if you wish to discuss.

Regards

Kevin

From: Ian Yates <ian.yates@flinderschase.co.uk>
Sent: 02 May 2019 11:04
To: Blakey, Kevin D <Kevin.Blakey@mottmac.com>
Cc: Dingwall, Andy <Andy.Dingwall@liverpool.gov.uk>; Jones, Peter <Peter.Jones2@liverpool.gov.uk>; Drury, Dave J <Dave.Drury@mottmac.com>
Subject: People's Project: Draft Stadium Transport Assessment Scoping

Morning Kevin,

I've had the opportunity to read through the Scoping Note you prepared for the Stadium now and I've pulled together a few points below. I have discussed with Andy Dingwall and we'd like you to consider them please.

The main concern I have now I've read the Scoping Note is that you might be under-estimating what a "normal day" involves at the Stadium – i.e. a non- match day, non-event day. There is possibly going to be some "back office" staff there, and there will be "functions" held there, and I'm a bit worried this may be being overshadowed by the bigger, less frequent traffic issues associated with Football Matches and Events. The 500 space MSCP could potentially generate a fairly significant amount of traffic. But, at present there doesn't seem to be any great understanding of what this usage will be, and I think you will need to define that a bit more than you have at present.

I've made comment against each of the sections of the Scoping Note below:

1.1 Introduction

The introduction refers to the different uses of the development and indicates that the TA will identify measures specific to each scenario. I think the different scenarios that you are indicating are:

- Scenario 1: Match Day
- Scenario 2: Event (Non- Football Match)

- Scenario 3: Everyday Use

It would be good to spell this out in the Scoping Note. I also note that you indicate at this stage that “Non-Match day uses are to be determined” and as stated above I think this will be an important aspect of the development which will need to be more clearly defined. Numbers of staff that will work there every day, types and maximum size of conference, etc etc will be important to define in order to understand the Trip Generation on a “normal day”.

Understood, we will be clearer on this. At the moment the details of the everyday use is not known and is to be determined by the club. We will request this from the club. If by the time of the application we don't have numbers of staff trip generation of conferences will be calculated in TRICS based on areas on / first principles as discussed later in these comments.

1.3 Planning Application Documents

The “Transport Assessment” column would, I suggest, benefit from including more to cover “everyday” usage of the stadium, and it may be worth considering a “staff travel survey” on those staff members that will be transferring to the new stadium once open, (if any?). We will request from the club information on what staff will move over if any. It is my impression to this point that there will be few permanent staff housed in the stadium on a daily basis beyond security and any new club shop or museum staff. Most EFC office staff are now based in the Liver Building. Conferences generally will require staff from other locations to come to the stadium as well as temporary staff. They would not necessarily be permanently based at the stadium on a daily basis.

1.3.3 Non-Football Event Transport Strategy

There is a need to define clearly the difference between a “normal day” at the stadium, and a “non-football event”. So, when does a “conference” become an “event” (i.e. when does “Scenario 2” above, become “Scenario 3”). The TA will need to set a clear threshold between these two, and assuming the “Event Transport Strategy” kicks in for Scenario 3, there will need to be an assessment of the impact that a “worst case Scenario 2” would have upon the transport network, and appropriate mitigation measures implemented (because there will be no “transport strategy” implemented for this scenario - the network will just have to cope on its own). The fact that there will be a 500 space MSCP on the site suggests there could be 500 cars travelling to and from the stadium every day, but the Trip Generation for this side of the development will need to be carefully considered. We suggest that one approach to this would be to look at the quantum of “internal” space within the stadium (excluding the use of the pitch, any seating and all external space within the grounds) and assess the maximum quantity of Trips this would generate if fully utilised, and use this as the basis of the “everyday use” scenario. In this case, we could define an “event” as anything which might bring into use the external spaces, the pitch, and/ or the seating at the stadium. We would welcome your thoughts on this approach.

I agree we need to set out clearly the differences between Scenarios, 1, 2 and 3 and the key issue to address is conferences. It could be that a large conference becomes an event., whilst a small conference of 100 people could fall under everyday use. We will review this issue internally once we know from the club what their vision is for conferences.

In terms of trip generation I agree with the principle that the internal areas to be used for everyday use could be used in some way to assess this. I need to point out that as well as excluding the pitch, seats and external space within the grounds as you say, we would also need to exclude the sizable areas underneath much of the seating in the stadium, incorporating circulation space, concourses and various matchday bars which would be out of bounds and the areas locked down on non-matchdays. We would only include those areas designated by the club to potentially use on non-matchdays on a daily basis. This could possibly include (TBC)

- Club Shop
- Museum / experience
- Stadium tour
- Conference and associated uses

The TA will set out in detail what parts of the stadium could be in use on non-matchdays and how trip generation of these uses has been calculated.

2.1 Policy Review

It may be worth including the "Liverpool City Region – Local Journey Plan" document in here and the "LCR Transport Plan for Growth"?

OK this will be done

2.2.2 Road Network

In the key routes described it is suggested that Leeds Street and The Strand are considered. In the section covering the Accident Data Review, it is suggested that the area covered goes wider, to cover the main pedestrian routes which will be followed – the route to Sandhills Station, the route to the City Centre (including the crossing of Leeds Street).

Can you clarify this? The note does not mention the Strand, and only Leeds Street in terms of improvements proposed for Liverpool Waters.

Area for accident review is

- Regent Road (between Walter Street and Boundary Street);
- Blackstone Street (between Regent Road and Great Howard Street);
- Great Howard Street (between Walter Street and Boundary Street).

Area for traffic flow review is

Regent Road

- Great Howard Street
- Vauxhall Road
- Scotland Road
- Great Homer Street;

In terms of pedestrian facilities the routes that will be reviewed are routes leading to the city centre (Great Howard Street and Regent Road) and to Sandhills Station. We will review the crossing at Leeds Street and facilities if you wish. All these routes have recently been improved by LCC (apart from Sandhills).

2.2.3 Walking and Cycling

It will be important to make sure the design will provide for the future pedestrian routes through Liverpool Waters, and these are not "severed" by the stadium – the routes will need to be maintained.

We will provide details of the future pedestrian routes in the TA. Planit are currently working on these issues with the Club.

2.2.6 Parking

Some outline consideration of potential off-street "opportunistic" car parking, and the impact this may have upon the proposed modal splits for match days and events, needs to be considered. I would suggest this isn't too detailed, but the TA will at least need to show this has been considered.

We will raise this issue in the TA. As we have discussed in meetings the Club is largely powerless to prevent this occurring.

2.4 Proposed Development and Operation.

The Scoping Note indicates that "the full range of uses on site and operational on non-match days is yet to be confirmed". As above, it will be important to clearly define this, as in essence the stadium on a "normal day" is likely to be a significant generator of traffic in its own right, and this will need to be clearly defined. Suggest that each transport mode (and type of vehicle/user) accessing the development will need to be assessed (walking, cycling, public transport, private car, servicing vehicles and emergency vehicles), for each of the Three Scenarios – Matchday; Event; Normal Day. The "normal day" Transport Assessment will in essence be the same as any other development requiring a Transport Assessment (you could perhaps consider the stadium a "mixed use development" in this context).

As noted above for the normal day scenario we will assess trip generation. This will include details on access for pedestrians, cyclists, public transport and vehicles as you have requested. The proposed uses are still under development and I don't have anything to share at the moment. We will share as soon as it becomes possible.

2.6.2 Non Event Day Transport Demand

This needs to be carefully defined, and the uses set out clearly in the TA. Will there be "back office" staff there? If so, could a Staff Travel Survey be undertaken and used as the basis of Trip Generation for that element of the development? Will the MSCP be available for general use in this scenario? How big will the biggest "conference" be, before it becomes an "event"? The combined Trip Generation for the stadium on a normal day will need to be determined, and some assessment of the impact this will have upon the highway network made. It's possible this could trigger the need for localised junction capacity assessments to be undertaken.

As discussed the trip generation of the 'normal day' scenario will be assessed. Details are not finalised yet on what this will constitute and what staff will be on site at a daily basis. Once the volume of the trip generation is known against typical flow on the key routes we can review whether capacity assessments are necessary. We'll consider a staff survey however its usefulness may be limited. The development is around 5 years away from opening. Main uses on the site are likely to be those manning the club shop and museum and site security. Unlikely that all these people work at the club now. Similarly for conference staff. It may be that TRICS / first principles is just as reliable here but we will review once more detail on uses is known.

2.9 Non-Event Day Access Strategy

Would suggest that an "access strategy" for a normal day at the stadium is not needed, if the uses are clearly defined, the Trip Generation exercise is completed accurately, and the impact of these additional vehicle trips is fully assessed. It's possible that some localised junction capacity assessments will need to be undertaken, and possible mitigation measures introduced. The suggested approach of a "percentage impact assessment" may not be enough to accurately assess the impact, but once a "normal day" is defined perhaps we can consider that in more detail.

I agree with the above approach, we'll discuss the need for capacity testing once we know the trip generation and level of change this represents on the network.

I hope these comments are helpful and would be happy to take any queries.

Regards

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From: Dingwall, Andy <Andy.Dingwall@liverpool.gov.uk>
Sent: 24 April 2019 16:17
To: Ian Yates <ian.yates@flinderschase.co.uk>
Subject: FW: People's Project: Draft Stadium Transport Assessment Scoping

I noticed you weren't copied in on this.

Andy Dingwall | Team Leader – Highways & Transportation

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From: Blakey, Kevin D [<mailto:Kevin.Blakey@mottmac.com>]

Sent: 24 April 2019 15:54

To: Dingwall, Andy <Andy.Dingwall@liverpool.gov.uk>

Cc: 'CBRE, Chris Argent -' <Christopher.Argent@cbre.com>; Clarkson, Helen @ Manchester <Helen.Clarkson@cbre.com>; Drury, Dave J <Dave.Drury@mottmac.com>; Colin Chong (Everton) <Colin.Chong@evertonfc.com>; 'Alix Craig (Everton)' <Alix.Craig@evertonfc.com>; Jones, Peter <Peter.Jones2@liverpool.gov.uk>

Subject: People's Project: Draft Stadium Transport Assessment Scoping

Andy

I attach draft versions of the People's Project Transport Assessment Scoping Notes for your comment. One for the Stadium and one for Goodison Legacy. I expect it will be too short notice for you to review completely before any of our meetings tomorrow, but if you have any initial comments it would be useful to discuss in the LW scoping meeting.

Regards

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Blakey, Kevin D

From: Blakey, Kevin D
Sent: 20 September 2019 17:30
To: Dingwall, Andy
Cc: Ian Yates
Subject: RE: People's Project: Committed Development
Attachments: RE: People's Project Traffic Flow Data

Andy.

Thanks for the committed development advice, We're just running the figures now. Just to update you on some progress on the TA and to provide more detail on some of our assumptions in traffic terms.

As in previous correspondence (attached back in May), on account of continuous roadworks on Regent Rd and Great Howard Street / Derby Road for the past few years we've used the Liverpool City Highway Model which is a Saturn Model as the basis of our turning counts near the stadium. These flows have been provided by Amey. These will inform the non-match – non event day base traffic scenarios.

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 the collection of turning count data would likely be unreliable. With the planning submission to go in by the end of the year the roadworks wont be completed by the time the application goes in.

The Saturn model has the benefit of including the Liverpool City Centre Connectivity schemes and the Liverpool North Key Corridor schemes. This will be of benefit as the reduced turning movements on Great Howard Street on account of the dual carriageway and the new signal junctions to be installed on Great Howard Street will be included in the traffic distribution.

The SATURN data will be used in reference to any turning counts in the area in the TA and have also informed the generation of AADT flows for the EIA.

We do have some AADT data which was collected in 2018 at Great Howard Street, Regent Road, Vauxhall Road and Scotland Road. I suggest that this will be used to inform the HGV percentage on the main routes as the HGV percentages in the SATURN data appear lower in comparison. However this could be a result of HGV re-routing on account of the Key Corridor scheme. We'll take a view on this before proceeding.

You will be aware that we have requested the model data back in May however I noted that our scoping correspondence does not state this, so I thought it best to raise this now.

I trust this is acceptable

Regards

Kevin Blakey

Principal Transport Planner

D 0151 482 9923

kevin.blakey@mottmac.com

From: Dingwall, Andy <Andy.Dingwall@liverpool.gov.uk>
Sent: 04 September 2019 12:59

To: Blakey, Kevin D <Kevin.Blakey@mottmac.com>
Cc: Jones, Peter <Peter.Jones2@liverpool.gov.uk>; Drury, Dave J <Dave.Drury@mottmac.com>; Reddington, Callum <Callum.Reddington@mottmac.com>; Ian Yates <Ian.Yates@flinderschase.co.uk>
Subject: RE: People's Project: Committed Development

Hi Kevin,

The list of committed development looks fine. John Navaratnum tells me that the planning application for the cruise liner car park is likely to be submitted in the next six weeks, so it will need to be included in your TA.

Fernando is the main contact for the Regent Road improvements and The Strand/Bath Street, etc. I'll mention that you are still after a response when I next see him, but feel free to chase him yourself.

Regards,

Andy

Andy Dingwall | Team Leader – Highways & Transportation

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From: Blakey, Kevin D [<mailto:Kevin.Blakey@mottmac.com>]

Sent: 04 September 2019 11:46

To: Dingwall, Andy <Andy.Dingwall@liverpool.gov.uk>

Cc: Jones, Peter <Peter.Jones2@liverpool.gov.uk>; Drury, Dave J <Dave.Drury@mottmac.com>; Reddington, Callum <Callum.Reddington@mottmac.com>; Ian Yates <Ian.Yates@flinderschase.co.uk>

Subject: RE: People's Project: Committed Development

Hi Andy

We are looking into baseline traffic flows around the new stadium. When we scoped the stadium TA a while back we included the following developments as committed:

- Liverpool Waters
- Cruise Liner Terminal
- Isle of Man terminal
- Review 10 Streets Strategic Regeneration Framework,
- Residential developments by Romal (17F/1628) currently under construction north of Waterloo Dock
- Application by Romal at Waterloo Dock (not yet decided).

We'll also include the tobacco warehouse which I see is making progress

We also said that we would take account of the proposed LCC cruise liner car park at Sherwood Street, but to my knowledge no planning application has yet been submitted for this development. Can you confirm this? This will influence whether we need to include it.

On another matter I've copied you into correspondence I've sent to Fernando at LCC with queries on the current Regent Road improvements and queries on the proposed improvements on Bath Street. I haven't had any answers on this yet since our site walkover. Is Fernando the right person to go to or should I send these to someone else?

Regards

Kevin Blakey

Principal Transport Planner

D 0151 482 9923

kevin.blakey@mottmac.com

From: Blakey, Kevin D

Sent: 02 May 2019 16:48

To: Ian Yates <Ian.Yates@flinderschase.co.uk>

Cc: Dingwall, Andy <Andy.Dingwall@liverpool.gov.uk>; Jones, Peter <Peter.Jones2@liverpool.gov.uk>; Drury, Dave J <Dave.Drury@mottmac.com>; Reddington, Callum <Callum.Reddington@mottmac.com>; Helen Clarkson <Helen.Clarkson@cbre.com>

Subject: RE: People's Project: Draft Stadium Transport Assessment Scoping

Ian

Thanks for the comments on the scoping note and I welcome further dialogue as work continues to progress. We'll take these comments on board and incorporate into a final scoping note which will be issued once formal pre app starts. Of course we'll also incorporate into the TA, the skeleton of which we are currently populating.

My response on the points are included in red below.

Please don't hesitate to call if you wish to discuss.

Regards

Kevin

From: Ian Yates <Ian.Yates@flinderschase.co.uk>

Sent: 02 May 2019 11:04

To: Blakey, Kevin D <Kevin.Blakey@mottmac.com>

Cc: Dingwall, Andy <Andy.Dingwall@liverpool.gov.uk>; Jones, Peter <Peter.Jones2@liverpool.gov.uk>; Drury, Dave J <Dave.Drury@mottmac.com>

Subject: People's Project: Draft Stadium Transport Assessment Scoping

Morning Kevin,

I've had the opportunity to read through the Scoping Note you prepared for the Stadium now and I've pulled together a few points below. I have discussed with Andy Dingwall and we'd like you to consider them please.

The main concern I have now I've read the Scoping Note is that you might be under-estimating what a "normal day" involves at the Stadium – i.e. a non- match day, non-event day. There is possibly going to be some "back office" staff there, and there will be "functions" held there, and I'm a bit worried this may be being overshadowed by the bigger, less frequent traffic issues associated with Football Matches and Events. The 500 space MSCP could potentially generate a fairly significant amount of traffic. But, at present there doesn't seem to be any great understanding of what this usage will be, and I think you will need to define that a bit more than you have at present.

I've made comment against each of the sections of the Scoping Note below:

1.1 Introduction

The introduction refers to the different uses of the development and indicates that the TA will identify measures specific to each scenario. I think the different scenarios that you are indicating are:

- Scenario 1: Match Day
- Scenario 2: Event (Non- Football Match)
- Scenario 3: Everyday Use

It would be good to spell this out in the Scoping Note. I also note that you indicate at this stage that "Non-Match day uses are to be determined" and as stated above I think this will be an important aspect of the development which will need to be more clearly defined. Numbers of staff that will work there every day, types and maximum size of conference, etc etc will be important to define in order to understand the Trip Generation on a "normal day".

Understood, we will be clearer on this. At the moment the details of the everyday use is not known and is to be determined by the club. We will request this from the club. If by the time of the application we don't have numbers of staff trip generation of conferences will be calculated in TRICS based on areas on / first principles as discussed later in these comments.

1.3 Planning Application Documents

The "Transport Assessment" column would, I suggest, benefit from including more to cover "everyday" usage of the stadium, and it may be worth considering a "staff travel survey" on those staff members that will be transferring to the new stadium once open, (if any?). We will request from the club information on what staff will move over if any. It is my impression to this point that there will be few permanent staff housed in the stadium on a daily basis beyond security and any new club shop or museum staff. Most EFC office staff are now based in the Liver Building. Conferences generally will require staff from other locations to come to the stadium as well as temporary staff. They would not necessarily be permanently based at the stadium on a daily basis.

1.3.3 Non-Football Event Transport Strategy

There is a need to define clearly the difference between a "normal day" at the stadium, and a "non-football event". So, when does a "conference" become an "event" (i.e. when does "Scenario 2" above, become "Scenario 3"). The TA will need to set a clear threshold between these two, and assuming the "Event Transport Strategy" kicks in for Scenario 3, there will need to be an assessment of the impact that a "worst case Scenario 2" would have upon the transport network, and appropriate mitigation measures implemented (because there will be no "transport strategy" implemented for this scenario - the network will just have to cope on its own). The fact that there will be a 500 space MSCP on the site suggests there could be 500 cars travelling to and from the stadium every day, but the Trip Generation for this side of the development will need to be carefully considered. We suggest that one approach to this would be to look at the quantum of "internal" space within the stadium (excluding the use of the pitch, any seating and all external space within the grounds) and assess the maximum quantity of Trips this would generate if fully utilised, and use this as the basis of the "everyday use" scenario. In this case, we could define an "event" as anything which might bring into use the external spaces, the pitch, and/ or the seating at the stadium. We would welcome your thoughts on this approach.

I agree we need to set out clearly the differences between Scenarios, 1, 2 and 3 and the key issue to address is conferences. It could be that a large conference becomes an event., whilst a small conference of 100 people could fall under everyday use. We will review this issue internally once we know from the club what their vision is for conferences.

In terms of trip generation I agree with the principle that the internal areas to be used for everyday use could be used in some way to assess this. I need to point out that as well as excluding the pitch, seats and external space within the grounds as you say, we would also need to exclude the sizable areas underneath much of the seating in the stadium, incorporating circulation space, concourses and various matchday bars which would be out of bounds and the areas locked down on non-matchdays. We would only include those areas designated by the club to potentially use on non-matchdays on a daily basis. This could possibly include (TBC)

- Club Shop
- Museum / experience

- Stadium tour
- Conference and associated uses

The TA will set out in detail what parts of the stadium could be in use on non-matchdays and how trip generation of these uses has been calculated.

2.1 Policy Review

It may be worth including the "Liverpool City Region – Local Journey Plan" document in here and the "LCR Transport Plan for Growth"?

OK this will be done

2.2.2 Road Network

In the key routes described it is suggested that Leeds Street and The Strand are considered. In the section covering the Accident Data Review, it is suggested that the area covered goes wider, to cover the main pedestrian routes which will be followed – the route to Sandhills Station, the route to the City Centre (including the crossing of Leeds Street).

Can you clarify this? The note does not mention the Strand, and only Leeds Street in terms of improvements proposed for Liverpool Waters.

Area for accident review is

- Regent Road (between Walter Street and Boundary Street);
- Blackstone Street (between Regent Road and Great Howard Street);
- Great Howard Street (between Walter Street and Boundary Street).

Area for traffic flow review is

Regent Road

- Great Howard Street
- Vauxhall Road
- Scotland Road
- Great Homer Street;

In terms of pedestrian facilities the routes that will be reviewed are routes leading to the city centre (Great Howard Street and Regent Road) and to Sandhills Station. We will review the crossing at Leeds Street and facilities if you wish. All these routes have recently been improved by LCC (apart from Sandhills).

2.2.3 Walking and Cycling

It will be important to make sure the design will provide for the future pedestrian routes through Liverpool Waters, and these are not "severed" by the stadium – the routes will need to be maintained.

We will provide details of the future pedestrian routes in the TA. Planit are currently working on these issues with the Club.

2.2.6 Parking

Some outline consideration of potential off-street "opportunistic" car parking, and the impact this may have upon the proposed modal splits for match days and events, needs to be considered. I would suggest this isn't too detailed, but the TA will at least need to show this has been considered.

We will raise this issue in the TA. As we have discussed in meetings the Club is largely powerless to prevent this occurring.

2.4 Proposed Development and Operation.

The Scoping Note indicates that “the full range of uses on site and operational on non-match days is yet to be confirmed”. As above, it will be important to clearly define this, as in essence the stadium on a “normal day” is likely to be a significant generator of traffic in its own right, and this will need to be clearly defined. Suggest that each transport mode (and type of vehicle/user) accessing the development will need to be assessed (walking, cycling, public transport, private car, servicing vehicles and emergency vehicles), for each of the Three Scenarios – Matchday; Event; Normal Day. The “normal day” Transport Assessment will in essence be the same as any other development requiring a Transport Assessment (you could perhaps consider the stadium a “mixed use development” in this context).

As noted above for the normal day scenario we will assess trip generation. This will include details on access for pedestrians, cyclists, public transport and vehicles as you have requested. The proposed uses are still under development and I don't have anything to share at the moment. We will share as soon as it becomes possible.

2.6.2 Non Event Day Transport Demand

This needs to be carefully defined, and the uses set out clearly in the TA. Will there be “back office” staff there? If so, could a Staff Travel Survey be undertaken and used as the basis of Trip Generation for that element of the development? Will the MSCP be available for general use in this scenario? How big will the biggest “conference” be, before it becomes an “event”? The combined Trip Generation for the stadium on a normal day will need to be determined, and some assessment of the impact this will have upon the highway network made. It's possible this could trigger the need for localised junction capacity assessments to be undertaken.

As discussed the trip generation of the ‘normal day’ scenario will be assessed. Details are not finalised yet on what this will constitute and what staff will be on site at a daily basis. Once the volume of the trip generation is known against typical flow on the key routes we can review whether capacity assessments are necessary. We'll consider a staff survey however its usefulness may be limited. The development is around 5 years away from opening. Main uses on the site are likely to be those manning the club shop and museum and site security. Unlikely that all these people work at the club now. Similarly for conference staff. It may be that TRICS / first principles is just as reliable here but we will review once more detail on uses is known.

2.9 Non-Event Day Access Strategy

Would suggest that an “access strategy” for a normal day at the stadium is not needed, if the uses are clearly defined, the Trip Generation exercise is completed accurately, and the impact of these additional vehicle trips is fully assessed. It's possible that some localised junction capacity assessments will need to be undertaken, and possible mitigation measures introduced. The suggested approach of a “percentage impact assessment” may not be enough to accurately assess the impact, but once a “normal day” is defined perhaps we can consider that in more detail.

I agree with the above approach, we'll discuss the need for capacity testing once we know the trip generation and level of change this represents on the network.

I hope these comments are helpful and would be happy to take any queries.

Regards

Ian Yates BEng (Hons) CEng MICE
Director

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From: Dingwall, Andy <Andy.Dingwall@liverpool.gov.uk>
Sent: 24 April 2019 16:17
To: Ian Yates <Ian.Yates@flinderschase.co.uk>
Subject: FW: People's Project: Draft Stadium Transport Assessment Scoping

I noticed you weren't copied in on this.

Andy Dingwall | Team Leader – Highways & Transportation

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From: Blakey, Kevin D [<mailto:Kevin.Blakey@mottmac.com>]
Sent: 24 April 2019 15:54
To: Dingwall, Andy <Andy.Dingwall@liverpool.gov.uk>
Cc: 'CBRE, Chris Argent -' <Christopher.Argent@cbre.com>; Clarkson, Helen @ Manchester <Helen.Clarkson@cbre.com>; Drury, Dave J <Dave.Drury@mottmac.com>; Colin Chong (Everton) <Colin.Chong@evertonfc.com>; 'Alix Craig (Everton)' <Alix.Craig@evertonfc.com>; Jones, Peter <Peter.Jones2@liverpool.gov.uk>
Subject: People's Project: Draft Stadium Transport Assessment Scoping

Andy

I attach draft versions of the People's Project Transport Assessment Scoping Notes for your comment. One for the Stadium and one for Goodison Legacy. I expect it will be too short notice for you to review completely before any of our meetings tomorrow, but if you have any initial comments it would be useful to discuss in the LW scoping meeting.

Regards

Kevin Blakey

MRTPI MCD

Principal Transport Planner

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G. Site Plan