

**86 – 90 DUKE STREET OFFICE  
DEVELOPMENT, LIVERPOOL CITY  
CENTRE**

TRAVEL PLAN

Client
Langtree Group Plc
ACL Ltd



Infrastructure Planning and Design Limited

# 86 – 90 DUKE STREET OFFICE DEVELOPMENT, LIVERPOOL CITY CENTRE TRAVEL PLAN

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# 1 Introduction

- 1.1 This document has been prepared by Infrastructure Planning and Design Ltd (IPaD) on behalf of the Langtree Group in support of proposals to develop land at 86 -90 Duke Street located within the southern quadrant of Liverpool City Centre.
- 1.2 This travel plan document has been submitted in support of the planning application for redevelopment of the site including retention of the former Vinegar Warehouse located off Duke Street into B1 office development that will be occupied by site tenants ACL Ltd.
- 1.3 The purpose of this plan is to define a strategy for the promotion and encouragement of sustainable forms of travel for all trips made to and from the development site as a whole, thereby minimising the residual impact of vehicular traffic generated by the development.
- 1.4 The primary goal of this plan is to minimise the use of single occupant vehicle (SOV) travel taken to the development by both employees and visitors alike to both employment and commercial on-site uses.
- 1.5 The developer will assist where necessary through the management of on-site facilities and will ensure where necessary that procedures are in place to maintain on-going management of the plan throughout its planned period of operation.
- 1.6 In consideration of the policy requirements, this plan is structured under the following sections:
  - ✦ **Section 2** provides a description of the existing and proposed transport infrastructure surrounding the development;
  - ✦ **Section 3** sets out the procedures for the on-going maintenance, administration, and monitoring of the plan; and
  - ✦ **Section 4** considers the physical and management measures to be implemented to achieve the set mode share targets.

## 2 Background Conditions

### Existing Highway Network

- 2.1 The frontage of the site is located off Duke Street which provides the primary point of vehicular access into the development site regardless of wider routing. Duke Street is a two way 20mph urban single carriageway with active site frontage to include restaurants and commercial usage. To the west, Duke Street connects to the B5339 Hanover Street via a three armed priority crossroad junction with right turn bay facilities.
- 2.2 Hanover Street routes to the north of the Duke Street Junction into the City Centre, and to the south, connects onto Paradise Street via a three arm signalised junction. Paradise Street routes into Liver Street which connects directly onto the A5036 Dual Carriageway at the Liver Street/ Strand Street/ Wapping Street signalised interchange. The A5036 is a key corridor into and out of the City Centre for locations towards the north of the site and to the south and west via the Mersey Tunnel.
- 2.3 To the east, Duke Street connects to the A5038 corridor at the Duke Street/ Berry Street/ Upper Duke Street/ Great George Street signalised crossroads. The A5038 Berry Street routes northwards away from the Duke Street junction towards the City Centre, Liverpool Lime Street Rail Station, and provides the most direct path away from the site towards the M62 via a connection onto the A5047.
- 2.4 The A5038 Great George Street routes towards the south from the Duke Street Junction and connects onto the primary A562 Dual Carriageway corridor. The A562 provides a key arterial route into and out of the City from directions to the east, and south east.
- 2.5 Access into the site car park will be provided off Henry Street which routes along the rear of the site. Access onto Henry Street for incoming vehicles routing off Duke Street is provided via York Street or Suffolk Street depending upon the direction of arriving traffic.
- 2.6 Given the one way traffic routing restrictions in place along Suffolk Street, outgoing traffic arising from the development wishing to gain access to Duke Street east and the A5038 corridor would be required to route eastwards along Henry Street and then travel northwards along Kent Street connecting onto Duke Street via a 3 arm priority junction arrangement.
- 2.7 To the south of the site, both Suffolk Street and Kent Street provide vehicular access into the adjacent residential areas.

### Walking and Cycling

- 2.8 Given that the site is located within the City Centre, the surrounding street environments are well suited for journeys by foot and cycle. The designated traffic speed restrictions along Duke Street and streets surrounding the site are designated as 20 mph routes providing safe environments for walking and cycling, the footways are sufficiently wide, lit, and there are plentiful controlled crossing points at regular intervals.
- 2.9 To the west of Duke Street, immediate access is provided onto the pedestrianised streets within the City Centre to include the major shopping districts and the bars and leisure facilities located within the Cavern Quarter district.
- 2.10 There are safe pedestrian connections from the site to a number of large public transport interchange points to include major railway interchanges and bus stations. All are located within the same urban environment and some can be accessed via pedestrian only links.

- 2.11 There are numerous connecting marked cycleways that route through the city centre within easy reach of the site. Duke Street itself forms part of the on-road section of the signed National Cycle Trail Route 56 which connects Liverpool City Centre to local districts to the south east including Toxteth, Sefton, and Childwall. Route 56 eventually connects onto National Cycle Trail Route 62 (Trans Pennine Trail) to the east of the city. Route 56 continues out to the west of the City onto the Wirral peninsular via the Mersey Ferry eventually connecting through to Chester.
- 2.12 In addition to the National Trails, there are regular approved on-road cycle trails along a number of streets within the vicinity of the site that connect the City Centre district to surrounding urban residential areas. Of these, the nearest routes located to the site route along the Park Lane A561 and Paradise Street to the south west of Duke Street and to the north along Oxford Street through the University and out to the east.
- 2.13 There are plentiful on-street public cycle parking facilities located in the vicinity of Duke Street to include secure parking bays immediately to the north located off Seel Street and within the vicinity of the Cathedral located off Upper Duke Street.

### Existing Public Transport Networks

- 2.14 There are existing bus stops located to the east of the development located off Upper Duke Street and Great George Street. These nearest stops are around 400 metres walk distance from the site entrance and are comprised of simple flagpole stops with pull-in bus bays. These stops are served by the following services which comprise of a mix of circular services and arterial routes out towards the south eastern districts of the city and wider area:

**Table 2.1 Bus Services within 400 metres Walk Distance to the site**

Service Number	Key Destinations	Weekday Peak Frequency
C1, C3	CityLink Service Canada Boulevard Circular via Royal Hospital and Albert Dock	30 mins
184	City Centre – Toxteth – Moseley Hill Hospital – Penny Lane	Hourly
82, 82D	City Centre – Toxteth – Dingle – Aigburth Vale – Garston – Liverpool South Parkway	10 mins
82B	City Centre – Dingle – Aigburth Vale – Garston – Airport – Speke – Widness – Runcorn – Halton Hospital	30 mins

- 2.15 In addition to the nearest stops, there are two major bus interchange stations within 1 kilometre walk distance from the site. At the far end of Duke Street located approximately 500 metres walk distance from the development off Paradise Street is located the Liverpool One Bus Station Interchange facility. This forms the major interchange facility for most of the arterial and circular bus routes within Liverpool and direct access is provided to the station on routes out to all major districts within the wider urban area to include routes out to the Wirral via the Queensway Mersey Tunnel.
- 2.16 In addition, the Queen Square Bus Station facility to the north of the City Centre off Hood Street is located within 1 kilometre walk distance which serves as the terminus for a number of radial services including peak hour services out towards the north and north east of the district including Southport, Netherton, Bootle, Skelmersdale, and Waddicar.

## **Rail**

- 2.17 There are a number of existing rail stations located within 1 kilometre walk distance from the site which together provide access to both regional and national rail services.
- 2.18 The nearest rail station to the development is the Liverpool Central Station which is located 600 metres walk distance from the development site. This regional station is served by trains operated by Merseyrail which include all services on both the Northern and Wirral Line services out of the city. Direct access is provided from this station to locations including Birkenhead, Ellesmere Port, and Chester on the Wirral line, and to locations such as the Airport, Southport, Ormskirk, and Kirkby on the Northern Line. Services operating at this station typically provide up to 4 services per hour to/ from outlying stations within the peak periods.
- 2.19 Liverpool Lime Street station is located approximately 800 metres walk distance from the development site. This station provides both regional and national connecting rail services to wider destinations. The station is served by regional line services that currently serve the Merseyrail City and Wirral Lines which directly connect the station to wider destinations including Blackpool, Preston, Wigan, Newton-le-Willows, Warrington, Runcorn, Manchester, and Crewe to name but a few.
- 2.20 In addition, Lime Street Station serves as the terminus of a branch of the West Coast Main Line from London Euston and TransPennine Express trains. Virgin and London Midland operators operate services along the West Coast Mainline serving wider destinations such as Birmingham and London Euston. The East Midlands train operator provides services out towards Sheffield, Nottingham, and Norwich. TransPennine express services serve destinations out towards Leeds, and the North East. All of the above service lines operate services throughout weekday peak periods.

## **Accident Trends**

- 2.21 Accident data was obtained via the CrashMap website ([www.crashmap.co.uk](http://www.crashmap.co.uk)). CrashMap uses STATS19 data collected by the police about road traffic crashes occurring on British roads where someone is injured. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.
- 2.22 Data has been extracted for the study area for a five year period (2007 to 2012) which represents the most recent period for which data is currently available from the STATS19 database.
- 2.23 The area from which data has been extracted covers the Duke Street corridor past the site up to the juncture with Hanover Street to the west and its juncture with the A5038 corridor to the east. The review also included a review of accidents that occurred in the surrounding streets to the rear of the development to include Henry Street, York Street, Suffolk Street, and Kent Street.
- 2.24 The findings of the accident review were as follows:
- 2.25 A total of 21 incidents were recorded within the study area during the 5 year survey period. Of these, 18 (86%) were classified as being 'slight' in nature and the remaining 3 (14%) were classified as being 'serious'. There were no recorded fatalities. The serious incidents that occurred were all located along Duke Street on the section between Henry Street and York Street junctions. 2 of the serious incidents involved collisions between vehicles and pedestrians and both occurred during late evening/ early morning periods at weekends. Alcohol consumption and the presence of bar/ club frontages onto Duke Street were causation factors involved with these incidents. The other serious incident involved a bus collision that occurred during off-peak times. There was a



cluster of 7 incidents that occurred along this section of Duke Street and the majority (5 in total) occurred between the times of 10pm and 4am.

- 2.26 There was a high incidence of recorded accidents between vehicles and pedestrians within the study area (9 in total), of this total, 8 occurred during weekend evening periods after 10pm and the remaining accident occurred early AM on Monday morning at around 3am. This would imply that alcohol consumption was the primary causation factor attributing to these accidents rather than any inherent safety issue present along Duke Street.
- 2.27 Of the total number of accidents recorded, only 1 occurred during conventional weekday peak periods of between 0800-0900 (AM peak) and 1700-1800 (PM Peak). This single accident occurred at the Duke Street/ Berry Street/ Gt George Street/ Upper Duke Street signalised crossroads junction and entailed of a side swipe incident between a bus and a HGV caused by the HGV in the act of turning left at the signals.
- 2.28 Other general trends within the accident data were as follows:
- ✦ 2 x rear end shunt type incidents along Duke Street;
  - ✦ 2 x accidents caused by collisions between vehicles in the act of performing u-turn manoeuvres along Duke Street;
  - ✦ Only 1 vehicle incident attributed to a collision between a vehicle emerging from a side street colliding with oncoming traffic.
- 2.29 The recorded accident data is presented in **Appendix B**.

### Summary

- 2.30 In summary, the sites excellent level of existing accessibility and connectivity to other destinations via a wide range of sustainable transport modes ensures that the potential for travel to the site by modes other than private vehicle is high.
- 2.31 The majority of recorded accidents within the study area appear to be mainly attributable to driver/ pedestrian error with alcohol consumption being a causation factor rather than any underlying design, capacity, lighting or visibility issues being exacerbating factors. Only one incident occurred during conventional peak times and this was attributable to driver error.
- 2.32 In conclusion, there are no inherent dangers or observed trends that may be considered to worsen over time as a result of the opening of the proposed development.

### 3 Travel Plan Management

- 3.1 A Travel Plan Coordinator (TPC) will be nominated on completion of the proposed development to promote the Travel Plan measures, undertake the monitoring, and generally oversee the Plan.
- 3.2 It is likely that given the scale of this development that this will not be a dedicated full-time role but will be undertaken by an on-site staff member on a part-time/ as required basis alongside their conventional duties.
- 3.3 The responsibilities of the nominated Travel Plan Coordinator will include:
- ✦ Overseeing the development and implementation of the Travel Plan;
  - ✦ Obtaining and maintaining commitment and support from all employees;
  - ✦ Promote awareness of the Travel Plan amongst staff;
  - ✦ Undertaking annual reviews of progress and preparing monitoring reports to be submitted to the Council;
  - ✦ Acting as a point of contact for all employees and visitors requiring information;
- 3.4 The TPC will be required to keep up to date records associated with the day to day operation of the Travel Plan. These will include:
- ✦ Details of staff travel patterns derived from the Travel Questionnaire and will be retained for input into the review procedure;
  - ✦ Monitoring Records: Feedback from the monitoring procedure for input into an annual TP Review process;
  - ✦ Review Reports: Copies of historic review reports will be retained for reference purposes and for analysis of the longer-term effectiveness of the TP;
  - ✦ Correspondence File: A file will be maintained to include all correspondence relating to the on-going management of the Travel Plan; and
  - ✦ Incidents File: An Incidents File will be maintained to record travel related incidents, feedback from residents and general observations of the LTFC. This information will be retained for input into the annual Travel Plan review.

#### Consultation

- 3.5 All staff, including new employees, will be made aware of the existence of the TP at the commencement of employment. The details of the TP, its objectives in enhancing the environment, and the role of individuals in achieving the objectives of the FTP will be explained.
- 3.6 As part of their induction process, all staff members will be introduced to the LTFC and their business travel plan champion and contact details will be exchanged.

#### Monitoring

- 3.7 The implementation of the FTP will be reviewed on a regular basis to monitor its progress. The monitoring process will involve the production of annual monitoring reports which will summarise information collated on site for that year.

- 3.8 The annual monitoring reports will be published and submitted to the Local Authority annually from the first anniversary of the LTPC being appointed, up to a maximum of five years after appointment.
- 3.9 Using the information supplied from the monitoring process, the TPC will undertake a periodic review to assess the success of the plan to date and to identify measures which could potentially be included within the future.

#### **Promotion, Branding & Marketing**

- 3.10 The LTPC will have overarching responsibility to ensure that the travel plan is effectively marketed and that all on-site employees are aware of the scheme, its aims, objectives, and importantly, how they may benefit as individuals from participation.
- 3.11 More details on the types of marketing and promotion initiatives that will be brought forward are contained within Chapter 5.

#### **Enforcement Measures**

- 3.12 Should by the end of the plan period the targets identified above not be met, the developer will act to ensure that remediation measures are triggered to assist in the delivery of the travel plan mode share targets.
- 3.13 By the end of the plan period, a great deal of information will be known about the travel habits and patterns of on-site staff so it is likely that remediate measures will take the form of more targeted actions.

## 4 Measures

- 4.1 This chapter outlines the specific measures that will be implemented at the site to encourage use of sustainable modes of transport.
- 4.2 The measures outlined below are designed to be practical in terms of implementation and cost, suitable for review, monitoring and further development and will be applicable to all site users. This list however is not finite and will be subject to change throughout the lifetime of the plan, responding to feedback issued as part of the on-going plan monitoring regime.
- 4.3 Given the sites City Centre location providing excellent existing connectivity to existing public transport services and high level of accessibility by sustainable forms of transport, there is consequently little in the way of additional off-site harder measures (such as PT infrastructure improvements) that can be brought forward that would be cost effective in attracting more journeys to be taken on site by sustainable modes of transport as ample infrastructure already exists.
- 4.4 Rather than through the supply of increased or enhanced services, the key emphasis placed upon measures as set out within this travel plan will be in ensuring that employees and visitors alike are fully aware of the full range of existing travel opportunities available to them. Measures such as marketing and promotion through awareness raising techniques will therefore play a key part in maximising sustainable travel to and from the site.
- 4.5 Supportive measures will also play a key part in fostering sustainable travel practices. Supportive measures that are designed to ensure that key services are available within the development that will facilitate journeys undertaken by sustainable modes of travel will be brought forward. A key aspect of this will be the way in which parking is both restricted and managed on-site to ensure that parking allocation where provided is based upon individual need.
- 4.6 The range of proposed measures is set out in detail within the following headed section.

### **Awareness Raising and Marketing**

- 4.7 Promotional material will be made available in prominent locations within the development to build a library resource that will full details of the range of travel opportunities available to the site which will include detail on the following:
- ✦ Public transport routes & timetabling;
  - ✦ Location of bus stops;
  - ✦ Details of local taxi companies;
  - ✦ Details of Walk and Cycle routes and key connections to surrounding areas;
  - ✦ Leisure walking leaflets;
  - ✦ Information on local walking groups and events;
  - ✦ Walking for health leaflets;
  - ✦ Information on local cycle training facilities;
  - ✦ Details and links to national Car Sharer database registration;
  - ✦ Calendar of annual events (Bike Week etc.);
  - ✦ Key contact names and numbers to include LTPC and office travel champions etc;

- ◆ Information on rail cards and other incentive schemes available to rail travellers.

- 4.8 Display board information will be provided in prominent locations including staff breakout areas. The information displayed will include up to date local cycle & walk route mapping, upcoming event information, and key contact details.
- 4.9 The TPC will be responsible in both compiling and ensuring that information contained within the on-site resource file and staff display boards is fully up to date.

### **Parking Management**

- 4.10 As stated, the amount of on-site parking will be restricted to a total of 42 allocated spaces, 3 of which will be allocated for disabled users, and 5 will be allocated for use by other users. The amount of parking provided will in itself be considered as a measure to attract travel by non-car modes of transport and allocation of parking will be managed on-site to ensure that provision is prioritised to those most in need.
- 4.11 Demand for parking will be controlled to ensure parking allocation is only provided to individual users who require a car as part of their daily travel requirement. Users may be allocated a space permanently due to their personal circumstance or on a temporary basis should a short term or daily need be required for car travel. Examples of users where parking allocation will be given priority to will be as follows:
- ◆ Those who by a consequence of their remoteness, have no easy access to other sustainable travel alternatives;
  - ◆ Users who require flexible travel as part of their working day (travel to external meetings etc);
  - ◆ Users who work part-time or would otherwise find availability of public transport restricted due to their requirement to travel off-peak;
  - ◆ Users with caring responsibilities requiring multiple journeys to be undertaken for example trips to nursery etc;
  - ◆ Vulnerable users who may not otherwise be able to utilise public transport or who may have difficulty walking for example those with physical impairment.
- 4.12 The TPC will undertake an assessment of on-site staff travel needs upon initial occupation. Employees will be informed of the restrictive amount of parking on-site prior to occupation and will be asked to consider whether they would like to be considered for on-site parking space priority allocation and their reasons for requiring car travel to the site. The TPC will then allocate parking based upon a consideration of these individual requests.
- 4.13 Should the demand arise for shared car journeys, priority for parking will also be considered for users of this type.
- 4.14 There will be a limited amount of on-site parking provision for visitors.
- 4.15 To ensure that priority parking allocation is not misused, the car parking provided will be allocated using marked parking bays. Each bay number will be assigned to a member of staff either permanently should their typical daily travel requirements mean that a vehicle is required for all journeys to work, or logged temporarily on a daily basis using an Outlook diary type booking system.

### **Walk / Cycle Supportive Measures**

- 4.16 Provision of an area for secure on-site cycle storage for both visitors and employees will be made available on site. A total of 8 parking spaces will be provided (4 Sheffield Stands) for users of the development in accordance with Liverpool City Councils minimum cycle parking standards for B1 office developments as set out within their current Unitary Development Plan document.
- 4.17 Washing / changing room facilities will be provided on-site which will include drying rails and locker facilities.
- 4.18 To facilitate short walk journeys from the site in the event of sudden bad weather, a stock of umbrellas will be provided on-site which will be logged out on loan on a short term basis.
- 4.19 All occupiers will be encouraged to register with the national government backed Cycle Solutions - Cycle to Work scheme which offers its members discounted rates on bike purchase. The scheme is free to join and bike leasing arrangements offered by the scheme ensures that costs to the employer are avoided. For more information please see Cycle Solutions website at the following address: [www.cyclesolutions.co.uk](http://www.cyclesolutions.co.uk).

### **Car Sharing**

- 4.20 A user matching exercise will be undertaken by the TPC to determine whether opportunities exist for on-site staff members to car share.
- 4.21 Priority on-site parking allocation will be provided for car sharers should demands arise for journeys of this type.
- 4.22 An offer of a guaranteed taxi to home service for car sharers in the event of emergencies will be implemented.
- 4.23 All employees will be made aware of and be encouraged to sign up to the national car sharing scheme through the Liftshare.com website.