

Proposed Artificial Grass Pitches at:
Jericho Lane Playing Fields,
Jericho Lane,
Liverpool,
L17 5AR.

Transport Statement

Date 22nd February 2016

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1 Introduction

1.0 Overview / Background

1.1.1 This Transport Statement has been produced by Mouchel on behalf of Liverpool City Council (LCC) to provide highways and transportation advice in support of a planning application for the Parklife Development works at the Jericho Lane Playing Fields and new vehicular and pedestrian access arrangements and car parking facilities to be provided as part of the scheme.

1.1.2 The Jericho Lane Playing Fields site is being developed as part of joint FA and Liverpool City Council 'Parklife' initiative to provide a number of new 3G Artificial Grass Pitches and associated Changing Pavilion facilities at four sites across the city. The proposed development works at this site includes the provision of three full sized fenced and floodlit 3G artificial grass pitches (AGPs) and provision of a single storey, six changing room pavilion with a club room and space for coach education together with a Health and Fitness (H & F) facility, new site access and enlarged car parking area. The approximate site area is 7.47 Ha (18.46 Acres) while the new changing pavilion, H & F facility and ancillary spaces will have a combined floor area of 1237.6 sq.m.

1.1.3 This development supports both the local authority's city-wide strategy to improve access to sport (and fitness) and the FA's national strategies aimed at improving access to year round, high quality footballing facilities. The pavilion, AGPs and grass pitch provisions are designed to increase participation and raise the level of footballing skill in players, coaches and referees. For this reason the pavilion also includes space for club, social and educational use.

1.1.4 The existing playing field area does not have any parking facilities on site with pitch users/visitors using the layby parking along Jericho Lane, a small parking facility for approx.18 cars on the other side of Jericho Lane and car parking areas off Otterspool Drive to the southern end of site. During periods of high usage of pitches (mainly Saturday and Sunday match days) the main carriageway Jericho Lane serving the site is lined one side of the road by numerous vehicles parked in defined layby on site side of Jericho Lane with a number of cars parking on pavements and grass verges which could constitute a potential hazard to road users and pedestrians alike.

1.1.5 As part of the proposed development works a new large car park is to be provided with a capacity to allow 205 vehicles to park within the site boundary, with a view to reducing parking congestion on the roads outside the Jericho Lane site on match days and during the week when AGPs will be utilised throughout the day, thus providing safer access to the facilities on site. The proposed car park layout, new access off Otterspool Drive and highway impact will be reviewed in this brief Transport Statement (TS).

1.1.6 The scope of this TS has been agreed with the local highway authority through email correspondence, which for information purposes is included within Appendix A.

1.1.7 This proposal at the Jericho Lane Playing Fields site is one of several City Football Hub projects being developed in Liverpool. It is proposed that the new footballing facilities are to be accessed from Otterspool Drive via a suitably wide bellmouth access and pavement crossing, incorporating new vehicular and pedestrian gates within the boundary fencing to ensure separation of pedestrians and vehicles when accessing the site.

2 Existing Site Context

2.1 Site Location and Configuration

2.1.1 The Jericho Lane Playing Fields are located approximately 4500m south of Liverpool City Centre and approximately 1000m south of Sefton Park.

2.1.3 The Jericho Lane Playing Fields is bounded by Jericho Lane to the North West (with two separate Playing Field areas to North West and North East of site in Liverpool City Council ownership), Otterspool Park to the East with Otterspool Drive and Otterspool Public House to the South. Jericho Lane is a main arterial carriageway into Liverpool subject to a 30mph speed limit with limited layby parking provision on one side adjacent to pitches for use during match days mainly.

See Figure 1: Site Location

2.1.4 Figure 2 shows the existing site layout in relation to Jericho Lane and Otterspool Drive from which the developed site will be accessed. New access to site to be formed from Otterspool Drive in location shown (Photo 8 and Figures 9 and 10).

2.1.5 Existing car park facilities for the current playing fields encompasses the following arrangement of spaces:

- Facility for approx. 18 maximum informal car parking spaces (unmarked) in small car park on opposite side of Jericho Lane plus layby parking for approx. 20 cars along site side of same carriageway (see Photo 6).
- Playing field users also currently use Otterspool Drive car parks to South West of site (see Figure 2 plan).

2.1.6 Currently the existing car park facilities often operate over capacity on match days with cars parked on grass verges and half-on/half-off pavements on Jericho Lane despite significant parking facilities being available off Otterspool Drive. This appears to down to current playing field access being via gates in North West corner of site which would necessitate anyone parking on or off Otterspool Drive having to walk up to the current access gates.

2.1.7 On weekend match days the pavement side of both carriageways either side of Jericho Lane can be lined with vehicles parked 'half-on/half-off' pavements which constitutes a potential hazard to road users and pedestrians alike – Photo 3.

2.1.8 Discussions with Liverpool City Council (who operate site) revealed that the informal nature of parking on match days can cause narrowing of Jericho Lane, impinge on sight lines and cause hindrance to emergency vehicles trying to access pitch areas. This may cause serious issues during an emergency.

2.2 Transport Network

2.2.1 The Jericho Lane Playing Fields is well connected in terms of the surrounding pedestrian infrastructure. Footways are wide and reasonably well maintained on Jericho Lane, Riversdale Drive and Otterspool Drive although instances of thoughtless parking on grass verges and pavements can cause issues to pedestrians when attempting to cross Jericho Lane from other side of the carriageway. Pedestrians' vision can be restricted when crossing the road by the cars parking part on pavement or verge, part on roadway in linear formation down both sides of the carriageway.

Although Jericho Lane is subject to a speed limit of 30mph it is evident that vehicles regularly surpass this limit, the road being on a main arterial route into and out of Liverpool.

2.2.2 We are aware of the current Liverpool Cycle Route Network and the continuing development of an extensive network of cycle routes as part of the City's Cycling Strategy (Liverpool's Cycling Revolution – a Cycling Strategy for Liverpool 2014-26). The proposed site sits not far from several of these designated cycle routes and as a result it is anticipated that the number of people accessing the site by cycle may increase over time.

2.2.3 Although it is highly likely that many of the prospective users will arrive by car or cycle many may choose to use public transport. There is a bus stop on Jericho Lane immediately adjacent to the Playing Fields and there are bus stops nearby on Aigburth Road and Aigburth Vale. Bus routes 82A and 500 service the stop immediately adjacent to the site while nearby stops on Aigburth Road and Aigburth Vale are serviced by bus numbers 82, 82B, 82D, 800, 1A, X1, X22, 60, 61, 68, 68A and 103. The site is well placed for a number of bus routes that run via nearby stops on Jericho Lane, Aigburth Road and Aigburth Vale both into and out of Liverpool and across the suburbs.

2.2.4 Aigburth railway station is within reasonable walking distance of the Jericho Lane Playing Fields site as can be seen in Figure 1. Four services per hour can be made to Liverpool Central from Aigburth Station.

2.2.5 As can be seen in this section the Jericho Lane Playing Field site is well served by the surrounding local transport network for walking, cycling, bus travel and rail travel.

3 Proposed Development

3.1 Overview

3.1.1 The proposed new large car park which will accommodate 205 vehicle spaces can be seen in Figure 9. The car park is to be located as shown with wide bellmouth vehicular and pedestrian access provided off Otterspool Drive, as can be seen in Figures 9 and 10.

3.1.2 The proposed car park encompasses the following arrangement of spaces:

- 13 Disabled Spaces
- 192 Standard Spaces
- 5 Cycle Spaces

3.2 Parking Policy

3.2.1 With regards to planning policy the Liverpool City Council 'Ensuring a Choice of Travel SPD' outlines 1 parking space per two site users based on number of players, team managers and officials utilising the facility at peak times or to full capacity.

3.2.2 The standards described in the document are set out to ensure that car parking requirements in general are kept at a level so as to encourage sustainable transport usage and to ensure safe access to facility users by all means of transport. As such the Jericho Lane Playing Fields car park proposal is in line with the policy providing sufficient spaces to ensure adequate parking is provided on site together with easy pedestrian and cycle access for those arriving by bike, on foot and by public transport. Provision of a large car park off the quieter Otterspool Drive should minimise (if not totally negate) any parking on Jericho Lane during peak times of use such as weekend match days, thus improving road safety on Jericho Lane.

3.2.3 With regards to disabled parking the SPD outlines that a minimum of 6% of the first 100 parking spaces in a development should be reserved for blue badge holders. Thereafter, the number of spaces are negotiable. The proposed car park will have 205 vehicular spaces with 13 disabled car parking spaces (6%) allocated within the enlarged car park.

3.3 Trip Generation

3.3.1 As the proposed development will not see any increase in site user numbers at any particular time (users/visitors spread over an extended time frame using facilities at different times throughout the day) it is anticipated that minimal additional trips (if any) will be generated with the spread of facility usage over an extended time period reducing the overall traffic flow and density on the adjacent Jericho Lane. It is envisaged that the proposed large car parking facility will provide adequate spaces for the Jericho Lane Playing Fields facility users through the day and evenings preventing potential narrowing of Jericho Lane through verge parking, negating the occurrence of parking along Jericho Lane and as stated before, making the building/facilities more easily and safely accessed from the quieter Otterspool Drive via wide bellmouth and gates in line with Highways guidance and requirements.

3.3.2 A total of 205 spaces in the proposed car park would generate up to 205 trips during peak usage, eg. on weekend match days (in the event that all facility users and visitors leave during these times).

3.3.3 205 trips across an hour equates to ten vehicles every 3 minutes. It is not envisaged that this number of vehicles will have a significant impact on the road network. The impact would be considered negligible (if not reduced) considering current numbers of facility users and car parking on match days at present.

3.3.4 The Applicant seeks permission to use and operate the AGPs (including floodlighting as needed) between the hours of 12.00 to 22.00 Monday to Fridays and from 09.00 to 18.00 on Saturdays, Sundays and Bank Holidays. The Health and Fitness facility will be open between the hours of 06.00 and 22.00 Monday to Sunday.

3.3.5 The pavilion is to remain open for a further hour until 23:00 during the week (until 19.00 at weekends and Bank Holidays) to allow players to shower, change and exit the site safely. These hours of operation are consistent with other community accessible facilities in Liverpool.

3.4 Access

3.4.1 Access for the new extended car park will be located centrally along the new South West boundary fence, new vehicular and pedestrian gates, pavement crossing and associated bellmouth to be provided in line with Highways guidance. Separate vehicular and pedestrian gates are to be provided to provide safer access to the site and a defined pedestrian access route incorporated into the design.

3.4.2 The proposed access will provide a suitable visibility splay and the proposed pavement crossing and gates will be set back to provide an extended 14m long apron for cars 'queueing' to access the site. By provision of a large car parking area within the site boundary there should be no requirement for facility users or visitors to park on Jericho Lane thus mitigating any reduction of visibility which often occurs on weekend match days when cars can be seen parked on verge adjacent to pavement crossing access – See Photo 5. The site facilities will only be accessible from Otterspool Drive thereby deterring drivers from parking on Jericho Lane.

3.4.3 Vehicles travelling south west on Jericho Lane (or South east on Riverside Drive) and looking to access the new car park will have to negotiate the roundabout at bottom of Jericho Lane where the road meets Riverside Drive and Otterspool Drive. Suitable signposting should be provided to assist wayfinding to new car park and facilities on site.

3.5 Vehicle Tracking

3.5.1 Vehicle tracking of the proposed car park has been undertaken using a Large Car (1.872m Width, 5.079m Length) in Auto Track.

4 Road and Pedestrian Safety

4.1 General

4.1.1 The proposed development will not increase traffic flows in the area as overall pitch numbers are being reduced so there should be fewer cars using the facilities at any one time, even on match days, as use of fewer pitches (both artificial and grass) will be spread out over a longer period of time.

4.1.2 The provision of a large car parking area within the site boundary, and site access via suitable two way bellmouth and separate pedestrian and vehicular gates

will ensure safe access to on site facilities for pedestrians and cars alike, and negates any requirement for parking along Jericho Lane thereby improving road safety in the area adjacent to the site.

5 Summary

5.1.1 Mouchel was appointed by Liverpool City Council (LCC) to provide highways and transportation advice in support of a planning application for the Parklife Development works at the Jericho Lane Playing Fields and new vehicular and pedestrian access arrangements and car parking facilities to be provided as part of the scheme.

5.1.2 The existing 'off-site' parking facilities adjacent to site are inadequate (provision for approx. 40 cars only) leading to occasional problems with parking along Jericho Lane, restricting carriageway width and causing potential danger to pedestrians and cars alike.

5.1.3 Currently the existing 'off site' car parking is often over capacity on weekend match days with cars parking on grass verges along Jericho Lane. Discussions with Liverpool City Council revealed that careless parking along Jericho Lane during such match periods could restrict emergency vehicle access if an ambulance was required to go on the pitch areas.

5.1.4 As a result of the proposed large car park on site an additional 13 disabled spaces (13 spaces in total) and 192 standard spaces (205 spaces in total) will be made available.

5.1.5 The proposed number of parking spaces for both standard and disabled spaces is line with current Liverpool planning standards.

5.1.6 It is viewed that a total of 205 parking spaces in the proposed car park would generate up to 205 trips during weekend match day peak hours (providing that all facility users and visitors leave during those times). 205 trips across an hour equates to ten vehicle every 3 minutes. It is not envisaged that this number of vehicles will have a significant impact on the road network, the overall impact would be considered negligible.

5.1.7 The visibility splay of the proposed car park access off Otterspool Drive will meet the required standards and afford good viewing of traffic along the roadway in both directions. Consideration should be given to installing double yellow lines along Otterspool Drive along kerblines closest to site and the proposed access point, thus preventing car parking on approach to site access and ensuring visibility splays are maintained when egressing the site in vehicles.

5.1.8 Vehicle tracking undertaken for the proposed car park showed that entry, parking and exit could be undertaken safely and without infringing on any of the other car parking spaces in the car park.

5.1.9 The development is not increasing traffic flows in the area as site user numbers at any particular time will not increase (pitch numbers being reduced); as a result it is

not considered that the development will have any material negative impact on road safety in the area. In fact there should be a significant improvement in road safety with the use of on-site football and H & F facilities spread over a longer timescale, the large new car park providing many more parking spaces within the site boundary thus reducing (if not totally negating the need for) on-street parking on the adjacent Jericho Lane and Otterspool Drive carriageways and pavements, and providing improved vehicular and separate pedestrian access to the Jericho Lane Playing Fields site and facilities. With the new development there will be a reduction in overall pitch numbers and therefore a reduction in the maximum number of users visiting the sites at peak times. By providing extensive car parking facilities within the site boundary and off the quieter Otterspool Drive the proposed development works can only be considered beneficial in terms of overall parking and traffic management generally and especially at peak periods with current matchday parking issues potentially resolved or mitigated to a large degree.

5.1.10 Furthermore the site is well served by the surrounding local transport network for walking, cycling, bus travel and rail travel.

5.1.11 As such it is the view of this report that there are no overriding reasons preventing the highway authority from recognising that the proposals are acceptable in transport terms.

APPENDIX A

John Jager

From: John Jager
Sent: 02 December 2015 11:11
To: 'Taylor, Mike'
Cc: 'Dingwall, Andy'; 'Kearney, Michael'; 'Wiggins, Ian'
Subject: RE: 2015 11 30 Parklife Projects at 6 No. Playing Field sites in Liverpool

Mike,

It was good meeting Monday and discussions were very useful.

Summarising discussions (omitting Wavertree and Garston comments as these sites are no longer being considered as part of project) –

1. Car parking provision requirements to be assessed on basis of 1 car parking space per two users ('users' being no. of players, team managers and officials utilising the facility at peak times or to full capacity). Client to provide details of maximum user numbers before and after completion of the proposed development works at each site.
2. Accessible parking bays (in bitmac construction) to constitute a min. proportion of 6% of overall parking bay provision at the relevant sites and be located adjacent to pavilion facility as far as possible. Client to confirm that 6% parking (or greater?) is to be provided as accessible bays.
3. Mouchel/LCC to submit a 'Transport Statement' as part of Planning Application outlining existing facilities (no. of pitches and other facilities on or adjacent to site requiring access/car parking) and current car parking provision together with details of revised facilities subsequent to development works and intended car and cycle parking provision to be provided as part of the scheme proposals at the various sites. I have previously asked the LCC Client for any previous traffic or access surveys undertaken at the various sites to assess current usage (at peak times) and adequacy of car parking, cycle stands and access 'off road' as currently provided. Details will be submitted to support application if and when available.
4. Access to sites to be provided by means of two way access facility, suitably wide to facilitate flow of traffic in and out of site entrance (subject to available width of opening, eg. Heron Eccles entrance very narrow with limited scope to widen. Secondary pedestrian access gates should be provided at relevant sites (eg. Heron Eccles, Simpson and Jericho Lane where new and improved access and parking facilities are to be provided) again subject to available potential width of opening. You are to check that pavement crossings and new site access aprons are to be designed by Amey under instruction from LCC Client (Section 278 Agreement not required?). Do Amey survey relevant access and crossover locations to inform design and advise on whether any trees, etc, need removing to facilitate sightlines when accessing/egressing site (eg. trees at Simpson and Jericho Lane?)
5. Full 'bellmouth' type access into sites preferred but not essential. Simpson has greater than recommended 5m apron length between gates and road. Heron Eccles access is very narrow and restricted with little scope to widen (subject to survey).
6. With new pitch installations there is a consequent reduction in overall pitch numbers and therefore the maximum no. of users visiting the sites at peak times. By providing massively improved and extended parking facilities at each site the proposed development works can only be considered beneficial in terms of overall parking and traffic management generally and especially at peak periods with current matchday parking issues potentially mitigated to a large degree.
7. Principle agreed to provide 5 cycle 'toast rack' type parking facilities at each site as part of overall proposals. Is this in line with LCC/FA/FF requirements for such sites?

Any comments or additional issues not covered above please do not hesitate to call me.

Regards,
John.

John Jager

APPENDIX B

John Jager

From: Kearney, Michael <Michael.Kearney@liverpool.gov.uk>
Sent: 09 December 2015 14:24
To: John Jager
Cc: Wes Bugg; John Marshall; Chris Smith
Subject: RE: 2015 12 03 Client options - Comments - Changes to Brief

Hi John

Proposed layouts look ok. However we need to take cognisance of the required 2no. rugby pitches at Jericho Lane. The H&F layout at Jericho is my preferred location.

Also the pavilion at Heron Eccles will require a 'bolt-on' social/meeting room of a size similar to the room in the modular building layout.

In terms of car parking I have set out below a quick scenario which will determine numbers of spaces etc.

Scenario 1 – Adult football on 3 x AGP's

120 players and officials
100 spectators

==

220 people + 50% (110) overlap for next game = 330 people – say 165 car park spaces + 25% for H&F = 206 spaces

Scenario 2 – Junior football on 3 x AGP's

6 games 9 v 9 = 130 players and officials
200 spectators

==

330 + 50% overlap for next game = 495 people – say 250 car park spaces

The main issue will be when junior football is taking place at weekends over a 3 to 4 hour period with games kicking off on the hour or half-hour etc. which attracts a significant number of vehicles. In this instance the optimum car parking spaces required will be circa 200 at each site.

Therefore I have set out below my calculations for each site:

Jericho Lane 200 new spaces
Jeffrey Humble 200 spaces in total (mix of existing and new)
Heron Eccles 200 spaces in total (mix of existing and new)
Simpson Ground 200 new spaces

Regards

Mike

APPENDIX C

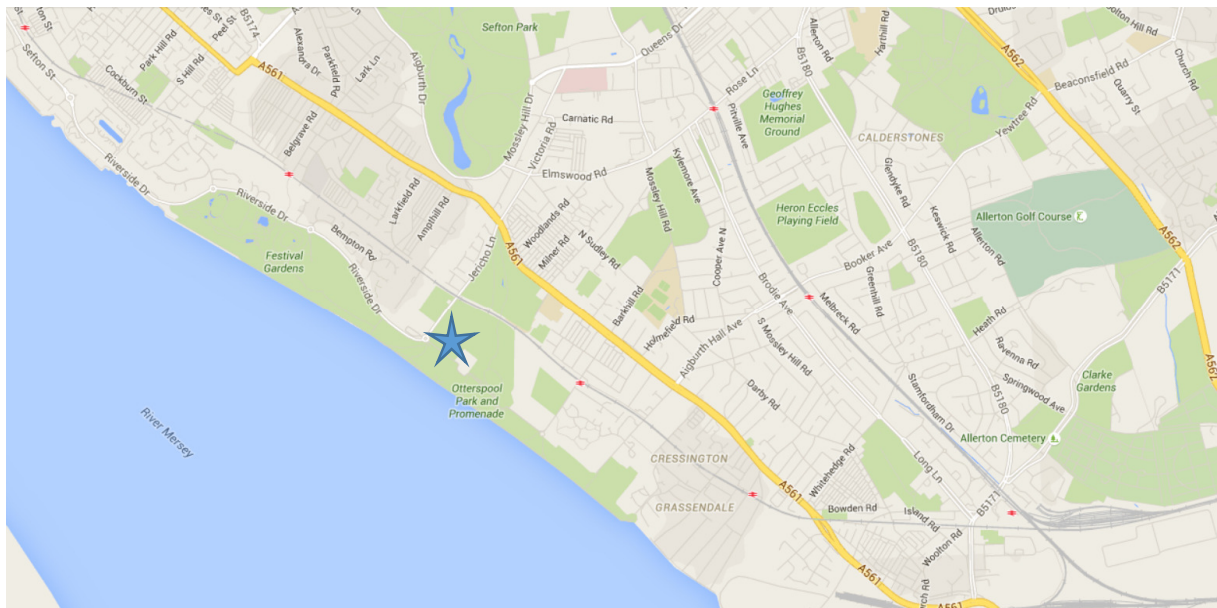


Figure 1: Site Location

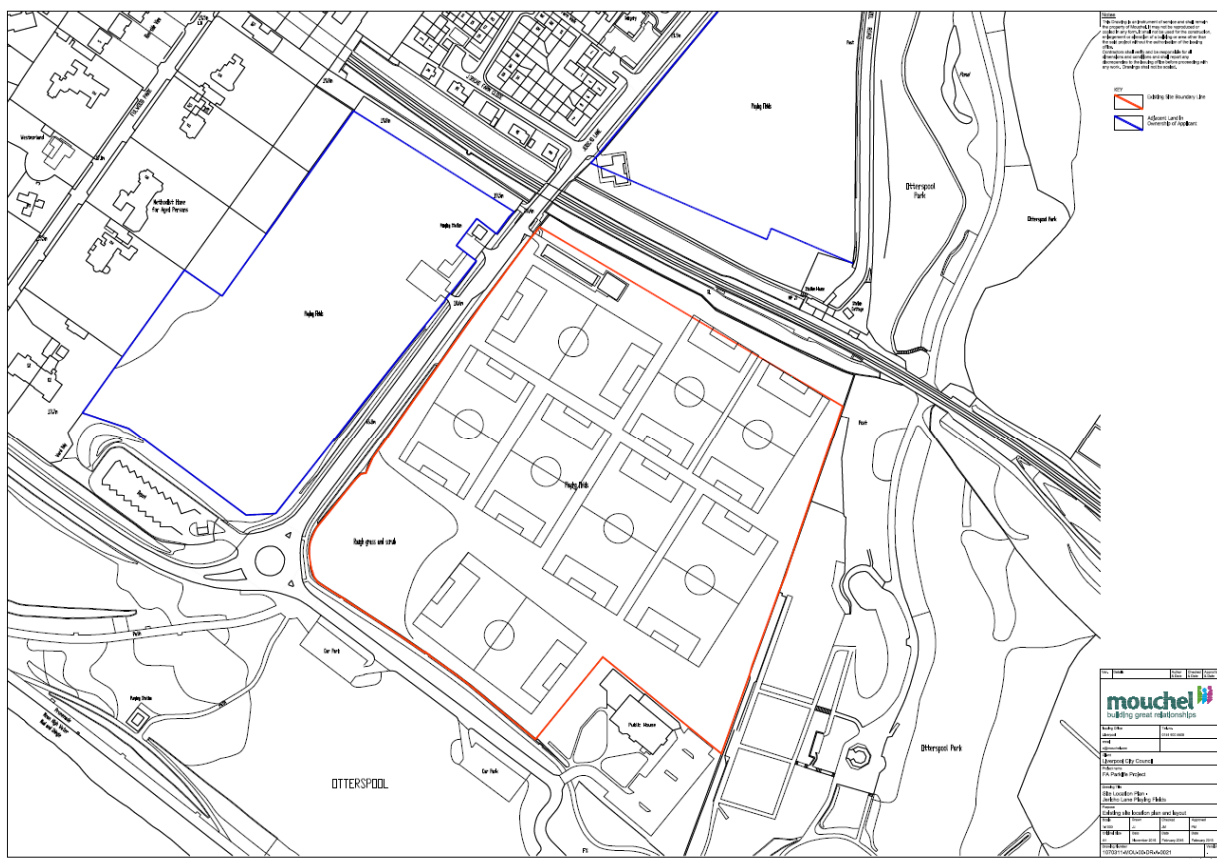


Figure 2: Existing Site Layout



Photo 3 – Car Parking near existing site entry on Jericho Lane during match day



Photo 4 – Car Parking near existing site entry on Jericho Lane during match day



Photo 5 – Car Parking near existing site entry on Jericho Lane during match day



Photo 6 – Small 18 space car park opposite site



Photo 7 – Limited parking in 'lay by' near existing site entry on typical match day



Photo 8 – Proposed position for new access into site (across grass verge along bottom line of photo)



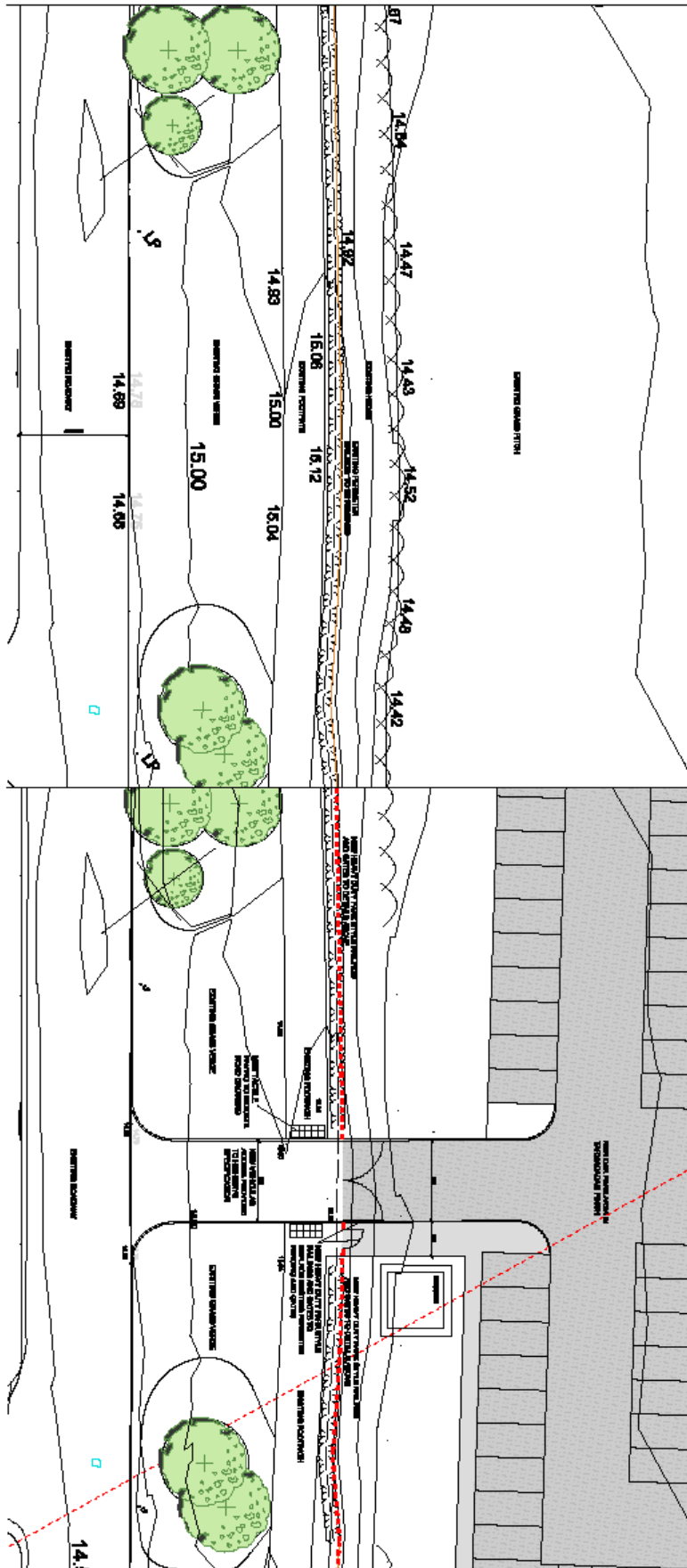


Figure 10 – Proposed Upgrading of Access to Site (Existing and Proposed Layouts)
(See Dwg 1070311-MOU-00-DR-A-0003)