

Proposed Artificial Grass Pitches at:
Simpson Ground,
Hillfoot Road,
Liverpool,
L25 7UJ.

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 Simpson Ground and new vehicular and pedestrian access arrangements and car parking facilities to be provided as part of the scheme.

1.1.2 The Simpson Ground 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 improved site access and enlarged car parking areas. The approximate site area is 7.76 Ha (19.2 Acres) while the new changing pavilion and ancillary spaces will have a combined floor area of 587 sq.m.

1.1.3 This development supports both the local authority's city-wide strategy to improve access to sport 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 car park is inadequate being formed in gravel and currently accommodates a maximum of about 40 cars subject to how the car park is used. As there are no defined car parking bays in the current car park vehicles are often parked 'informally' which limits the cars that can be accommodated within the site boundary. During periods of high usage of pitches (mainly Saturday and Sunday match days) the main dual carriageway Hillfoot Road fronting the site is lined either side of the road by numerous vehicles parked 'half-on/half-off' pavements which constitutes 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 201 vehicles to park within the site boundary, with a view to reducing parking congestion on the road outside the Simpson Ground 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, access off Hillfoot Road 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 Simpson Ground is one of several City Football Hub projects being developed in Liverpool. It is proposed that the new footballing facilities are still to be accessed from Hillfoot Road but via improved/widened access and

pavement crossing in the current location, 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 Simpson Ground is located approximately 8000m south east of Liverpool and approximately 2500m east of Grassendale/Cressington.

2.1.3 The Simpson Ground is bounded by Hillfoot Road to the East, Springwood Avenue to the South and Woolton Road to the North. Hillfoot Road is a main arterial dual carriageway subject to a 40mph speed limit with no parking provision either side of the two lane roadways either side of the grassed central reservation.

See Figure 1: Site Location

2.1.4 Figure 2 shows the location of the existing car park access off Hillfoot Road Road, to east elevation of the site. The existing car park is accessed via pavement crossing and gates shown in Photos 3, 4 and 5.

2.1.5 The existing car park encompasses the following arrangement of spaces:

- Facility for approx. 40 maximum informal car parking spaces (unmarked)

2.1.6 Currently the existing car park often operates over capacity on match days with cars blocking one another in order to park within the sports ground boundary as can be seen in Photo 5, which can cause issues in terms of emergency vehicle access.

2.1.7 On weekend match days the pavement side of both carriageways either side of Hillfoot Road is lined with numerous vehicles parked 'half-on/half-off' pavements which constitutes a potential hazard to road users and pedestrians alike – Photo 6.

2.1.8 Discussions with Liverpool City Council and MYA staff (who operate site) revealed that the informal nature of parking on match days can cause blocking in of cars and 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 Simpson Ground is well connected in terms of the surrounding pedestrian infrastructure. Footways are wide and reasonably well maintained on Hillfoot Road, although instances of thoughtless parking on grass verges and pavements can cause issues to pedestrians particularly when attempting to cross Hillfoot Road from far side of the dual carriageway. Pedestrians' vision can be restricted when crossing the road by the many cars parking part on pavement, part on roadway in linear formation down both sides of the main carriageway.

Although Hillfoot Road is subject to a speed limit of 40mph it is evident that vehicles regularly surpass this limit due to dual carriageway nature of the road 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.

2.2.4 Although it is highly likely that many of the prospective users will arrive by car or cycle many may choose to use public transport. Despite no bus stops existing on Hillfoot Road from which the site is directly accessed the site is well placed for a number of bus routes (166, 188, 266, 288, 787, 86H) that run via nearby bus stops on Woolton Road both into and out of Liverpool.

2.2.5 Hunts Cross railway station is within reasonable walking distance of the Simpson Ground as can be seen in Figure 1. Four services per hour can be made to Liverpool Central from Hunts Cross Station.

2.2.6 As can be seen in this section the Simpson Ground 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 201 vehicle spaces can be seen in Figure 6. The car park is to be located as shown with improved vehicular and pedestrian access provided off Hillfoot Road, as can also be seen in Figure 6.

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

- 13 Disabled Spaces
- 188 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 Simpson Ground 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.

This will significantly reduce if not completely negate any parking on Hillfoot Road during peak times of use such as weekend match days.

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 201 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 busy Hillfoot Road. It is envisaged that the significantly enlarged car parking facilities will provide adequate spaces for the Simpson Ground facility users through the day and evenings preventing blocking previously seen in the existing car park, negating the occurrence of parking along Hillfoot Road and as stated before, making the building/facilities more easily and safely accessed from Hillfoot Road via improved bellmouth and gates.

3.3.2 A total of 201 spaces in the proposed car park would generate up to 201 trips during peak usage, eg. on weekend match days (in the event that all facility users and visitors leave during these times).

3.3.3 201 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, from 09.00 to 18.00 on Saturdays, Sundays and Bank Holidays.

3.3.5 The pavilion is to remain open for a further hour until 23:00 during the week (until 17.00 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 at the current vehicular gate position but the pavement crossing and associated bellmouth will be upgraded 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 current visibility splay will not be affected by the proposed pavement crossing improvements at the site entrance and proposed gates will be set back to

provide an extended 7.6m 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 Hillfoot Road 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.

3.4.3 Vehicles travelling south on Hillfoot Road and looking to access the new car park have to travel past the access gate position by 165m and then undertake a U-turn manoeuvre onto the parallel carriageway off which the car park is directly accessed. Also if heading south from the car park drivers will have to exit the site onto Hillfoot Road (turning left) and travel to the first set of traffic lights where they have to carry out a U-turn manoeuvre at the Hillfoot Road/Menlove Avenue, Woolton Road and High Street signalised junction north of the site of the school in order to proceed south. Consideration should be given to provision of a direct access route across the central reservation opposite gates to provide easy access for southbound traffic on Hillfoot Road thus negating requirement for U-turn onto the busy highway.

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 improved bellmouth and separate pedestrian and vehicular gates will ensure safe access to facilities for pedestrians and cars alike, and negates any requirement for parking along Hillfoot Road 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 Simpson Ground and new vehicular and pedestrian access arrangements and car parking facilities to be provided as part of the scheme.

5.1.2 The existing gravel car park is inadequate (provision for approx. 40 cars only) leading to problems with parking along Hillfoot Road, restricting carriageway width and causing a danger to pedestrians and cars alike.

5.1.3 Currently the existing car park operates over capacity with cars often blocking one another in order to park within the playing field grounds. Discussions with MYA

revealed that the blocking in of the car park causes issues during match days and 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 relocated car park an additional 13 disabled spaces (13 spaces in total) and 148 standard spaces (160 spaces in total) will be made available.

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

5.1.6 It is viewed that a total of 201 parking spaces in the proposed car park would generate up to 201 trips during weekend match day peak hours (providing that all facility users and visitors leave during those times). 201 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 overall impact would be considered negligible.

5.1.7 The visibility splay of the proposed car park access off Hillfoot Road is not affected by the proposed works and current issues with parking on the main road adjacent to the site entrance adversely restricting sightlines should be resolved, making the site safer to access and egress by car, cycle and on foot.

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 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 dual carriageway and pavements, and providing improved vehicular and separate pedestrian access to the Simpson Ground site and facilities. With the new development there will be a reduction in overall pitch numbers and therefore a reduction in the maximum no. of users visiting the sites at peak times. By providing massively improved and extended parking facilities at this 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.

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

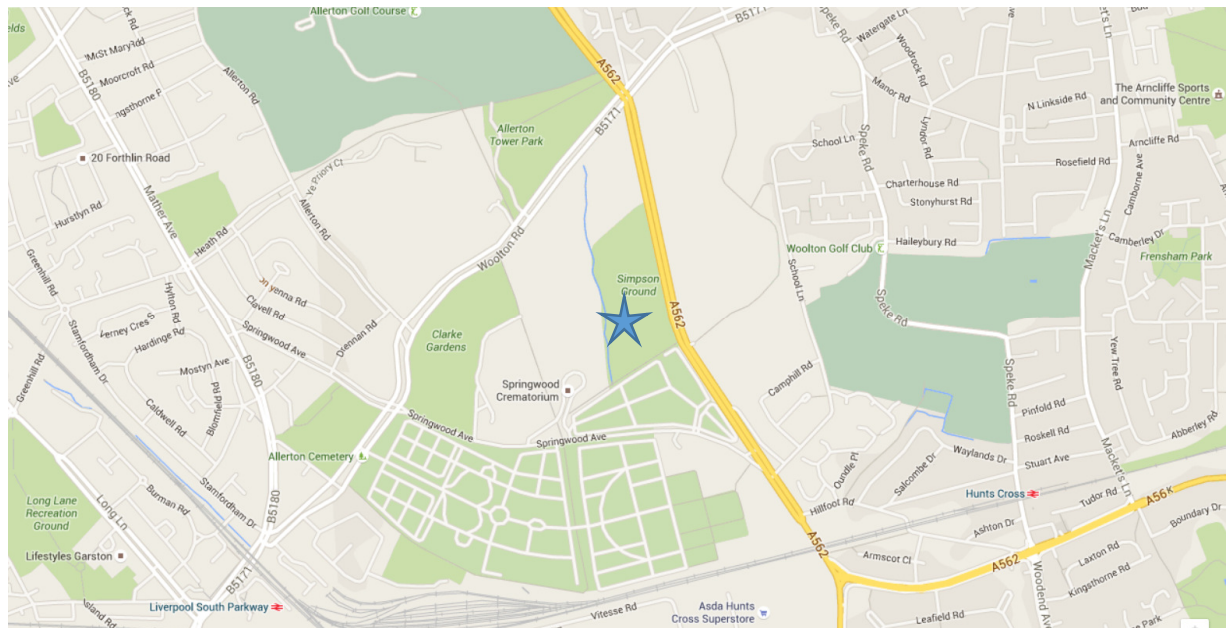


Figure 1: Site Location

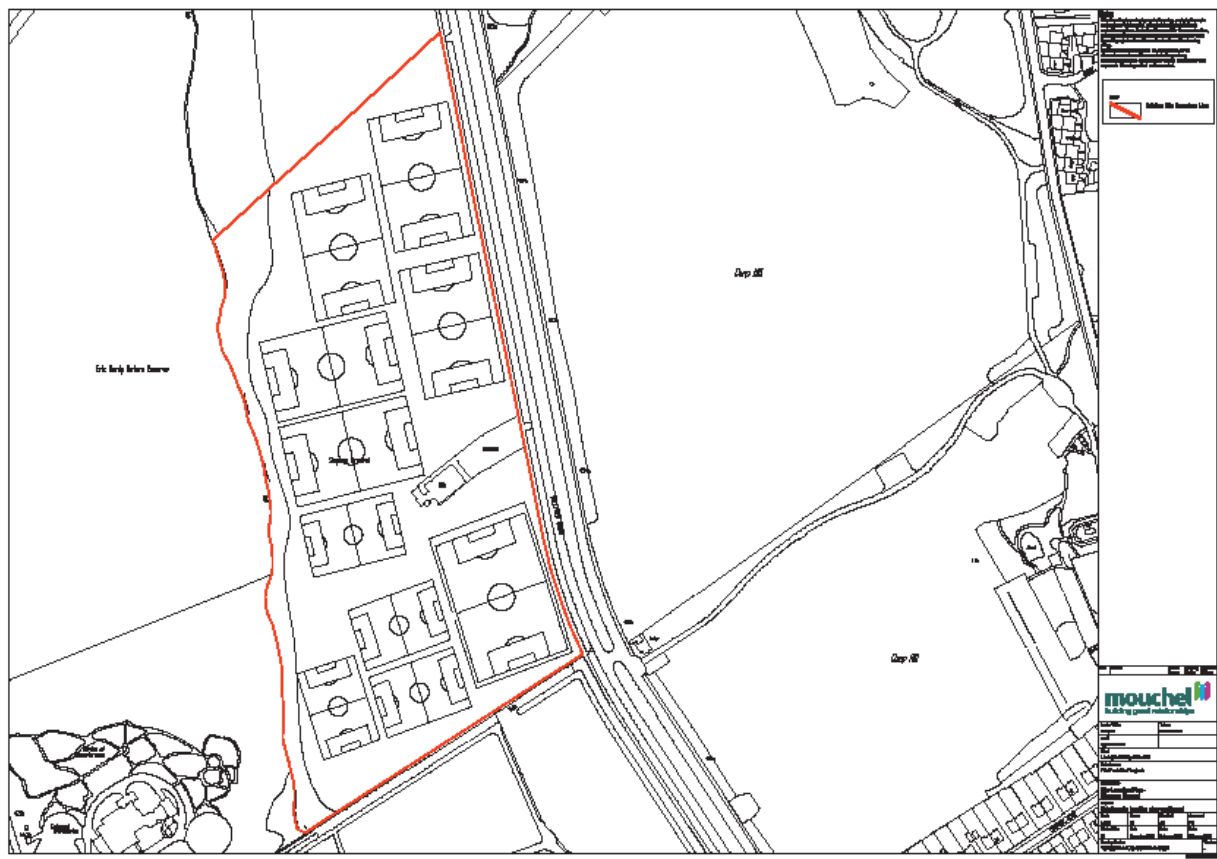


Figure 2: Existing Site Layout



Photo 3 – Existing site access and gravel car park



Photo 4 – Existing perimeter railings and gravel car park area adjacent site entry



Photo 5 – Parking adjacent to site entry on typical match day (restricting viewing lines)



Photo 6 – Parking along both sides of Hillfoot Road on typical match day



Figure 7 – Proposed Site Layout showing Car Park

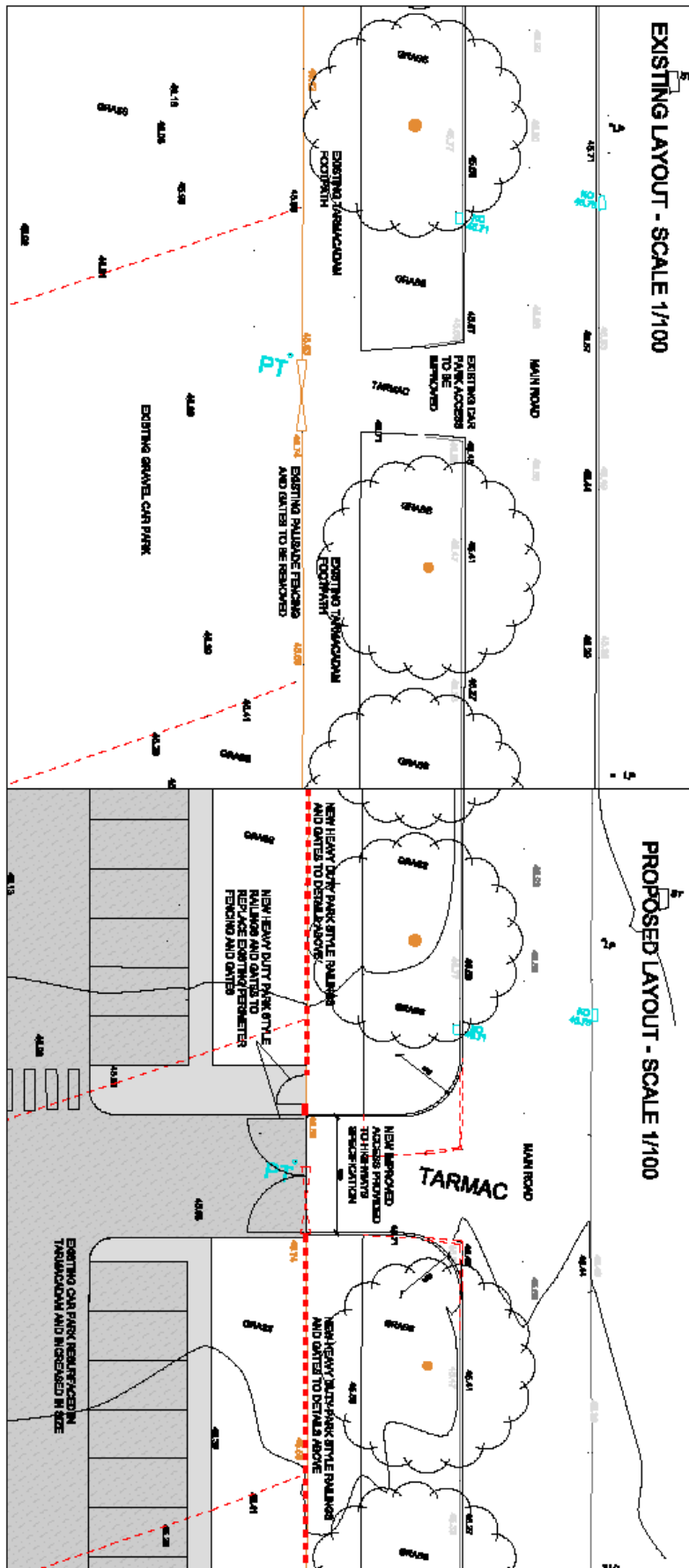


Figure 8 – Proposed Upgrading of Access to Site
(See Dwg 1070311-MOU-00-DR-A-0004)