

## **X1 The Edge – Travel Plan**

### **1.0 Introduction**

This travel plan has been prepared by X1 Developments Ltd, in support of the new student scheme 'X1 The Edge', to be developed on Seymour Street and Lord Nelson Street, Liverpool. The scheme will create 231 student units arranged in traditional cluster flats; 12 of which will be accessible.

In preparing this Travel Plan, reference has been made to the National Planning Policy Guidance (PPG13). The objectives stated in this guidance are to

- Promote more sustainable transport choices for residents and the local community.
- Promote accessibility to shopping, leisure facilities, schools and services by public transport, walking and cycling
- Reduce the need to travel, especially by car.

In respect of this and in accordance with best practice formulated as part of the Department for Transport's *'Making Travel Plans Work'* issued in September 2005, this Travel Plan details a package of measures aimed at promoting sustainable travel, with an emphasis on reducing unnecessary single occupancy car travel. It takes into account the size of the development, the anticipated end-user group and considers the range of journeys that could be undertaken by such residents.

The key initiatives and travel management mechanisms proposed in this document include:

- Appointment of a Travel Coordinator
- The promotion of walking, cycling (mobility permitting) and public transport and realistic alternatives to the car where appropriate.
- Maintaining the availability and awareness of relative up-to-date travel information
- The promotion of, and assistance with, local car-sharing schemes.

It should be noted that this is a working document and is recognised as being the first stage in the Travel Plan process. This is primarily because, as the site is yet to be constructed and the dwellings are as yet unoccupied, it is not desirable to simply list a series of policies to be implemented once the site is fully occupied. Instead, it is preferable to provide a framework for developing a more detailed Plan that takes into account the residents transport patterns and their current modes of travel during their daily lives i.e. work and leisure.

This document will set out the principle strategies of the Travel Plan that will evolve into a formally agreed document once the development is open and residents are occupying

the dwellings. The formal Travel Plan document will be submitted to and agreed with the local planning authority within 6 months of the occupation of the residential dwellings.

## **2.0 Background**

### **The Scheme**

X1 The Edge is a new build student scheme along Seymour Street. The proposal is for 231 student units, arranged in a traditional cluster layout as preferred by local universities and colleges. Within the 231 units, 12 of these units have been set aside as accessible units with large bathrooms and entrance facilities. Communal external courtyard areas are also provided for use by residents. Cycle storage is to be provided on the ground floor with 50 wall rack spaces for occupants with the building being centrally located and having good public transport links.

### **The Surrounding Area**

The development is located on the junction of London Road along Seymour Street, Lord Nelson Street and St Vincent Street, just outside of Liverpool City Centre. Due to its convenient location the area already has a number of existing student accommodation blocks which act to serve both The University of Liverpool and Liverpool John Moors University, with both universities have a significant portion of their facilities within 800m of the site.

The site is also conveniently located with regards public transport with Liverpool Lime Street mainline station within easy reach approximately 250m away and with numerous bus stops located outside along London Road.

London Road offers a multitude of leisure and retail opportunities with a variety of convenience stores, hairdressers, takeaways and public houses in the immediate vicinity including a Costa Coffee and a Tesco Metro. The street also has a post office and leads to the Royal Liverpool hospital.

Further to the retail, leisure and service provision within the immediate London Road vicinity, the site is also located approximately only 800m from Liverpool City Centre and the extensive range of shops, leisure facilities and services available.

Culturally, the site is also located within 500m of St Georges Hall and the adjacent art galleries and the newly refurbished library along William Brown Street. The Metropolitan Cathedral along with a number of theatres such as the Empire Theatre, are also within close proximity.

### **Site Location and Accessibility**

#### Accessibility by Foot

PPG13 states that walking is the most important mode of travel at the local level and

offers the greatest potential to replace short car journeys, particularly those under 2 kilometers.

Provision for pedestrians within the vicinity of the proposed development is excellent. The scheme opens out onto a wide pavement beyond which 2m wide footways are provided along the entire length of both sides of London Road and the surrounding streets, connecting the site to the local shops and public transport networks, the City Centre and the Universities.

The core trips that will be made by occupants of the scheme are too and from the various university facilities and also trips to the local shops and the public transport network. The site was chosen as all of these facilities fall within the 800m pedestrian catchment area as defined in the governments 'Planning for Sustainable Development' document as an easy walking distance from a Town Centre

#### Accessibility by Cycle

PPG3 emphasises that cycling has the potential to replace short car journeys, particularly those under 5 kilometers. It has been demonstrated that a wide area can be accessed by foot; therefore, in turn an even wider area of Liverpool could be accessed by cycle, based on journeys under 5 kilometers.

Due to the very low car ownership levels of the proposed student residents the scheme provides no vehicular parking spaces but instead provides a significant amount of covered and secure cycle parking, with a ratio of over 1 cycle space per apartment or 5 residents [20%].

In conclusion, the location of the student residential development would be well connected on foot or by cycle to retail, educational, social, and other essential services.

#### Accessibility by Vehicle

Although there is no parking provision, vehicular access to the site can be made from the west along St Vincent Street, or the south along Lord Nelson Street. There are numerous car parks located along both Lord Nelson street and off London Road to the north offering pay and display parking.

### **3.0 Travel Plan Measures**

In order to reduce unnecessary single occupancy car travel the initiatives developed for this scheme include both a number of measures implemented at the design stage and a series of post-completion management measures.

#### **Reducing the Requirement for Travel**

Both due to the low car-ownership levels of the anticipated user group and the desire to minimise the need for frequent car travel the consideration of the scheme's location was of high importance. The benefits associated with the selected location are two-fold as it's proximity to the main University Campuses' and the City Centre will provide residents with easy access to the local amenities and conveniences whilst it's position in the heart

of the already established student community will help to strengthen the existing businesses currently providing associated amenities close by.

Further to the facilities available on-site, the scheme's proximity to London Road's shops, market, health centre and recreation amenities, coupled with the pedestrian friendly nature of the site and main shopping area, will allow to such trips to be made predominantly on-foot.

The combined range of conveniences and the proximity of the Universities will curtail the need for travel beyond the realistic limits of the pedestrian.

### **Site Design**

As the majority of the site is occupied by the building the scheme borrows from the existing pedestrian friendly external environment in providing a safe, attractive entrance to the scheme with the internal spaces providing both recreational space and a pedestrian friendly environment that is suitable for people with limited mobility, all achieved with the following;

- Dedicated pedestrian entrance off Seymour Street and Lord Nelson Street
- Level access pedestrian entrance
- Internal courtyard spaces that will provide opportunity for activity and relaxation for residents.
- High levels of natural surveillance offered by both a central control/reception area and overlooking bedrooms together with supplementary CCTV
- Easily accessible cycle storage on the entrance level floor.

### **Encouraging the use of Sustainable Transport**

There are a number of measures that can be introduced post construction that can be tailored to the specific requirements of the residents following an initial survey of their travel patterns and preferences;

#### Cycle Provision

With respect to the age and mobility levels of the scheme's anticipated residents, cycling is likely to be a popular mode of transport. Therefore the development will provide 50 cycle parking spaces in accordance with Liverpool City Council's planning departments requirements in order to encourage the use of cycles by residents.

Cycle storage will be located in an internal secure cycle store located beyond the reception area on the entrance level floor of the scheme. Cycle usage will be monitored; residents will be allocated specific cycle parking and if 80% of the provision is being used on a regular basis more capacity will be added onsite within the courtyard entrance.

## Travel Packs

This will form part of a welcome pack issued to all new residents of the scheme and will include up to date information regarding the following;

- Arrangements for student drop off/pick ups at the start and end of the academic year on St Vincent Street.
- Site-specific public transport information - explaining what buses serve the site and what services can be taken to access specific facilities. In co-operation with local leisure providers it may be possible to provide special admission vouchers giving discounts for people accessing these facilities by sustainable transport.
- An offer of a visit from a personal travel adviser who can help provide information about sustainable travel that is specifically geared to the journey needs of the household
- A map showing local walking and cycling routes in relation to local facilities such as the Universities and the City Centre.
- Information about the travel plan and any other services provided to support sustainable travel, such as home shopping delivery, local taxi service etc.
- Feedback survey to gather early information about perceived transport choices, the impact of the travel plan and ways of improving the travel plan.

The 'Welcome Pack' will also include contact details for the Travel Plan coordinator.

## Restrictive Parking

The profile of the anticipated end-user groups indicates a low level of car ownership and as such no car parking has been provided which may encourage unnecessary staff/visitor/resident car usage.

## **Plan Administration**

The administration of the Travel Plan will be the responsibility of X1 Lettings. Following occupation of the scheme X1 Lettings will be required to designate a Travel Coordinator for the development who will essentially provide a liaison with the residents and the local authority in the implementation of the plan. The position of Travel Coordinator will be written into the designated person's job description and their responsibilities clearly defined.

Details of the nominated Travel Coordinator will be submitted to the Planning and Highway Authority and the appropriate local bus companies. Similarly, the Coordinator will be advised of appropriate contact personnel at the development.

The Travel Coordinator will be the first point of contact for residents and other outside

organisations in all matters regarding travel. He/she will maintain an up- to-date file containing all correspondence to and from staff relating to the Transport Plan.

The role of the Travel Plan coordinator will also be to develop and manage the Travel Plan for the site. The duties will include monitoring, reviewing targets and forming action plans to remedy areas where the Travel Plan is not performing. Annual progress reports will be prepared and submitted to Liverpool City Council and Merseyside TravelWise.

In order to ensure the long-term continuation of the Travel Plan and an ongoing commitment, this post of the Travel Plan coordinator will continue for the life of the residential development and will be overseen by X1 Lettings. Prospective buyers will be made aware of the Travel Plan and its aims when viewing properties.

Such schemes are to be advertised as part of the initial welcome pack and awareness is to be maintained through the Travel Plan Coordinator.

#### **4.0 Objectives, Monitoring & Re-Appraisal**

##### **Objectives**

The objectives of this Travel Plan have been identified as follows:

- To reduce the number and length of journeys by car
- To establish walking, cycling and the use of public transport and car sharing as feasible and realistic alternative methods of traveling for the residents of the development
- To be ongoing and adaptive, monitoring impacts and learning from experience and above all proactive.
- To create awareness of the benefits, in terms of sustainable travel and also raise awareness of the responsibility to the local and wider environment and community.

This section of the Travel Plan will provide details of the potential targets against which the success of the Plan in achieving its objectives will be measured.

The targets are designed to be quantifiable, be relevant to both measures and objectives identified in the Plan and to include time scale.

In order to set the targets further information will have to be obtained in order to establish data against which to measure the targets. This information will be related to existing patterns of movement (i.e. the proportion of residents who travel to their destination by non-car mode). The main source of baseline information will come from the residents travel survey, which will be completed 6 months post full occupation of the student units and will be completed every two years thereafter.

Suitable targets for reducing the need to travel by private car will be set and agreed with Merseyside TravelWise officers.

#### Potential Targets:

Targets, which according to the DfT, may potentially be included in the Travel Plan include the following:

- **Car trips per household** – targets set on the basis of predicted trip rates for the development.
- **Uptake of alternatives** - Targets for bus patronage, registration and participation in car share scheme, cycle counts and pedestrian counts.
- **Car ownership and mode of travel** - trip based targets may be supplemented by targets related to car ownership, travel to work by mode and travel to school by mode.
- **Travel Plan awareness targets** - for example, a target can be established to ensure a significant percentage of residents are aware of the travel plan and its purpose.

#### **Interim Travel Plan Targets**

Mode	2016 Target	2016 Actual	2017 Target
Car	10%	TBC	TBC
Car Share	4%	TBC	TBC
Bike	16%	TBC	TBC
Bus	27%	TBC	TBC
Walk	43%	TBC	TBC

#### **Monitoring**

To enable the success of the Travel Plan to be established, the Travel Coordinator will be responsible for ongoing monitoring and regular travel surveys to an agreed timetable. An initial timetable is indicated later in this document and is to be reviewed and agreed by the Travel Coordinator and the local authority.

DfT best practice guidelines state that monitoring of the travel plan should normally take place early on in the occupation period of the site – for example triggered by 75%, and then repeated at least every two years thereafter to provide ongoing information on the impact of the plan.

This monitoring is to take place through a number of surveys to be completed every 2 years, in addition to snapshot surveys that are to be completed every 12 months. These

surveys are to be carried out at the same time of year to ensure a fair test.

Following 75% occupation of the scheme the initial survey will determine the following;

- Levels of car ownership at the student scheme
- Preferred mode of transport
- Frequency of trips
- Destinations

This information can then be accessed against the national averages. Following analysis of the results of this survey more specific targets regarding the number of car trips undertaken and the transport modal-split are to be formulated by the travel coordinator and agreed with the local planning authority.

After a further 2 years of occupation the survey should be repeated with all residents to identify changes to travel habits. The results would allow X1 Lettings /Travel coordinator to identify travel patterns, demand and modal split and thus allowing the Travel Plan to be adapted to suit the needs and demands of the residents as necessary.

By repeating the survey over time, it will be possible to identify the level of success in persuading fewer people to use cars and which alternative modes of transport are proving the most successful.

Regular consultation with students and the local authority to ensure that the Travel Plan is meeting its objectives and targets is essential.

#### **Initial Timetable**

<b>Task</b>	<b>Timeframe</b>
Appointment of Travel Co-coordinator	One month prior to completion
Issue of Travel information in Welcome Packs	When students move into the property
Initial Travel Surveys	Carried out within 3 months of completion
Final Travel Plan documents to be submitted to LCC	6 months after completion (unless otherwise agreed)
First annual monitoring report submitted to LCC	12 months after submission of final travel plan



## 5.0 Conclusions

The information contained within the Travel Plan and details of sustainable modes of transport will be accessible to residents and visitors to the development. The aim of the Travel Plan is:

- To encourage all residents to use sustainable modes of transport to access the site, university facilities and local amenities.
- Reduce the number of reduce the reliance on single car occupancy journeys
- Generally reduce traffic related pollution and noise.

A wide range of measures and actions will be used to encourage, public transport use, cycling and walking and car sharing. The Travel Plan coordinator will ensure the Travel Plan is implemented and is operating effectively.

A detailed site audit will be undertaken within six months and following this, specific targets will be set and agreed with the Travel Plan team at Liverpool City Council and Merseyside TravelWise. The Travel Plan coordinator X1Lettings will be responsible for monitoring the success of the plan.