

Nextdom Ltd

**Proposed Sunday Market
At Pall Mall in Liverpool**
Transport Statement
and Travel Impact Study

Ref: T1894

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Document Control Sheet

Proposed Sunday Market at Pall Mall in Liverpool

Transport Statement and Travel Impact Study

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1.0 Introduction

1.0.1 PSA Design Ltd has been commissioned to prepare this Transport Statement and Travel Impact Study to support a Planning Application for a proposed Sunday Market at Pall Mall in Liverpool – ‘The Pall Mall Market’. The proposed market has strong local support and will provide a new retail and leisure destination in this part of the city on Sundays.

1.0.2 The proposed market will operate on a Sunday with an indoor and outdoor market area for traders. The market will operate from an existing car park site that will provide parking for visitors and will operate as a normal car park on weekdays and Saturdays. A new indoor market will be provided in a raised structure over the northern part of the car park. The purpose of this report is to appraise Liverpool City Council, as the Local Planning Authority (LPA), of the transport implications of the proposed market.

1.0.3 The report has been prepared, generally, in accordance with the ‘Guidelines on Transport Assessment’ by the Department for Transport (DfT).

1.0.4 The structure of the report is as follows:

- A description of the site location and its current use;
- A description of the local highway network in the vicinity of the site and its accessibility by non car modes;
- A description of the market proposals, including estimates of parking and trip generation;
- A review of the transport implications of the market proposals; and
- Summary and conclusions.

2.0 Existing Conditions

Site Location

- 2.0.1 The location of the site is shown in **Figure 1**. It is situated off Pall Mall, on the north side of Leeds Street, less than one kilometre north west of Liverpool city centre.
- 2.0.2 The site is shown in more detail in **Figure 2**. It is bounded on the east side by Pall Mall and on the west side by a railway line. The southern boundary is along Lanyork Road and the northern boundary is along Chadwick Street. The site has a vehicular access onto Lanyork Road and Pall Mall, as shown in **Photographs 1 and 2**, respectively.
- 2.0.3 The existing site is used for parking on Monday – Saturday and is closed on Sundays, as shown in **Photograph 3**. The existing car park has approximately 400 parking spaces with some enclosed in one of the railway arches.

Local Highway Network

- 2.0.4 The section of Pall Mall on the north side of Leeds Street is a wide road with a carriageway width of 11 metres, as shown in **Photograph 4**. The road serves a large car retail outlet (Mercedes Benz), a large car repair centre (BMW), and a warehouse in addition to the existing car park site.
- 2.0.5 Pall Mall has a straight alignment from its junction with Leeds Street and a slight uphill gradient from Leeds Street to its junction with Chadwick Street. The road is part of a bus route for the C7 Lime Street Station – Pier Head Circular bus service and has two bus stops with bus stop clearways ('No stopping except buses'), as shown in **Photograph 5**. There are wide footways on both sides of Mall and street lighting. The road is subject to a 30 mph speed limit.
- 2.0.6 There is on-street parking permitted along the west side of Pall Mall (site side), to the north of the bus stop near Lanyork Road. Parking is also permitted along the opposite (east side), of Pall Mall on Sundays from a point 50 metres north of the junction with Leeds Street.

- 2.0.7 The main highway access to the car park is from Lanyork Road. This access is 7.1 metres wide. Lanyork Road is a cul-de-sac off Pall Mall with a carriageway width of 10.5 metres. The road serves a Network Rail maintenance depot and a car bodywork repair centre. There are double yellow lines (no waiting at any time), at the junction of Lanyork Road and Pall Mall to ensure there is good visibility for drivers at the junction.
- 2.0.8 To the north of Pall Mall there are a number of commercial premises located in the arches of a former railway line off Love Lane. There are also a high number of on-street parking spaces available on a Sunday along Love Lane and the adjoining streets that connect onto Great Howard Street.
- 2.0.9 Pall Mall has an intersection with the A5053 Leeds Street that has traffic signal control. The junction has a high traffic capacity with two traffic lanes in each direction on Leeds Street. There are double yellow lines on both sides of Pall Mall for a distance of 50 metres up to the junction.
- 2.0.10 The local highway network that serves the proposed Sunday market site carries a relatively low volume of traffic on a Sunday and observations show that there are no traffic capacity problems on this network on a Sunday when the market will be at its busiest.

Accident Data

- 2.0.11 By reference to the national database www.crashmap.co.uk it has been established that there have been no recorded injury accidents along the section of Pall Mall on the north side of Leeds Street, on Lanyork Road or Chadwick Street during the 5 year period 2008 – 2012 (the latest data that is available). This indicates that Pall Mall and the adjoining roads have a good road safety record. There have been 9 recorded injury accidents at the traffic signal controlled junction of Leeds Street and Pall Mall during the 5 year search period. This corresponds to less than 2 recorded injury accidents per year and this is considered to be an average collision rate for a busy four arm traffic signal controlled junction.

Accessibility by Non-Car Modes

Public Transport – Bus

- 2.0.12 The site is served by a regular bus service that operates along Pall Mall on a Sunday. The frequency of this service is as shown in **Table 1**.

| Bus Service | Route | Frequency (Sundays) |
|--------------------|--|---|
| C7 | Lime Street Station – Marybone – Vauxhall – Pall Mall – Pier Head (Circular) | Every 30 mins. From 0745 – 2039 hrs. |

Table 1 – Bus Service Serving the Site On a Sunday

- 2.0.13 It is evident from **Table 1** that there is a regular bus service operating close to the site on a Sunday for trips to be made by public transport to, and from, Liverpool city centre and the residential areas in Marybone and Vauxhall etc.. Connections to other public transport services can be made in Liverpool including connections onto national rail services.
- 2.0.14 The nearest bus stops are located on the site frontage onto Pall Mall.
- 2.0.15 The Institution of Highways and Transportation Document “Guidelines for Planning for Public Transport in Developments” states that the acceptable walking distance for access to a bus facility from new development is 400m. It is evident therefore, that the site is within this acceptable walking distance and therefore has very good accessibility to bus services.

Cycle

- 2.0.16 In relation to cycling, the former PPG13 recognises that cycling can substitute for car trips, particularly for journeys under 5km.

2.0.17 The 5 km cycling catchment area for the site is shown in **Figure 3** and includes the residential areas in Vauxhall and the city centre. There are cycle lanes and shared footways / cycleways along Vauxhall Road and an off-road cycle routes along Whitley Street, as shown in **Photograph 6**.

2.0.18 Therefore, it will be possible for cycling trips to replace some car trips to, and from, the site.

Pedestrians

2.0.19 Pall Mall and the adjoining roads have good footway provision for pedestrians including along Leeds Street and Chisenhale Street to, and from, the residential areas near the site. There is street lighting along these roads.

2.0.20 With consideration of walking distances, the Institute of Highways and Transportation (IHT) produced their 'Guidelines for Journeys on Foot' in 2000 which suggests that around 80% of walk journeys and walk stages in urban areas are less than 1 mile with the average length of a walk journey being just 1km (0.6 miles). The former Planning Policy Guidance Note 13 'Transport' (PPG13) also recognises that walking is the most important mode of travel at the local level, and has the greatest potential to replace car trips for distances up to 2 kilometres. The potential 2km catchment area is shown in **Figure 4** and includes the residential areas in Vauxhall and the city centre.

3.0 Proposed Sunday Market

- 3.0.1 The proposed Pall Mall Market will operate on a Sunday between 8.00 a.m. – 3.00 p.m. with setting up for traders from 6.00 a.m.. A Sketch Layout for the proposed market is shown in **Figure 5** and will provide 117 indoor market stalls and 176 outdoor stalls (293 total).
- 3.0.2 The access for visitor cars will be at the Lanyork Road access and traders will access the site from Pall Mall. The northern part of the site will operate as the market and the southern area will be used for parking. An indoor market area will be provided in a new building to be erected above the north part of the car park with covered parking below.
- 3.0.3 The proposed car park layout will provide 151 parking spaces and 2 large parking spaces for buses or coaches and 9 disabled parking spaces. Areas of landscaping will be provided within the site to improve the appearance of the car park and market area. There would be additional parking available for trader's vehicles in a car park that is available to the applicant off Phillips Street.
- 3.0.4 The car park will revert to a normal car park on Monday – Saturday with parking for 370 cars plus 9 disabled bays and 2 bus / coach parking bays.
- 3.0.5 There is strong support for the proposed market from 120 local traders who would offer a wide range of goods for sale and catering etc.. The proposed Sunday market will provide a new leisure and retail offer in this part of the city.

4.0 Transport Impact of the Proposed Sunday Market

4.0.1 In order to quantify the potential trip generation attributable to a new development, the TRICS database would normally be used (Trip Rate Information Computer System), to obtain a traffic generation rate based on a number of similar developments. However, the TRICS database only contains one market site and this is a farmer's market in Highland Scotland on a Saturday and it is considered to be of limited benefit for comparison with the proposed Sunday market in Liverpool. Therefore, the modal split, visitor numbers and traffic generation for the proposed market have been estimated with the applicants.

4.0.2 It is estimated that the modal choice for the visitors to the market will be as shown in **Table 2** :

| Mode of Travel | Estimated % of Visitors |
|---|-------------------------|
| Car (as driver or passenger) | 60 – 70 % |
| Walk (from home or city centre) | 15 – 20% |
| Cycle | 5 – 10% |
| Bus | 5 – 10% |
| Taxi | 5 – 10% |
| Other e.g. Motorcycle / scooter / coach | 5 – 10% |

Table 2 : Estimated Modal Split for Visitors to the Proposed Market

4.0.3 The total number of visitors to the market is estimated to be 2000 – 3000 visitors on a typical Sunday between 8.00 a.m. – 3.00 p.m., with the busiest periods being between 10.00 a.m. and 1.00 p.m. when the maximum number of visitors at the market is expected to be 500 during each of these hours. Based on the modal split estimates in Table 2, the maximum hourly travel demands are as shown in **Table 3** :

| Mode of Travel | Estimated No. of Visitors |
|---|---------------------------|
| Car Driver or passenger | 300 - 350 |
| Walk (from home or city centre) | 75 – 100 |
| Cycle | 25 – 50 |
| Bus | 25 - 50 |
| Taxi | 25 - 50 |
| Other e.g. Motorcycle / scooter / coach | 25 - 50 |

Table 3 : Maximum Hourly Travel Demand for Visitors to the Proposed Market

4.0.4 In order to estimate the maximum hourly number of vehicles that will be generated by the market it is reasonable to assume an average occupancy per vehicle of 2.5. This corresponds to a maximum of 140 vehicles during the busiest hours and these can be accommodated in the proposed car park with 151 parking spaces. The maximum traffic generation is expected to be 140 vehicle arrivals and 140 vehicle departures during each of the hours between 10.00 a.m. – 1.00 p.m., and this should not have a significant traffic impact on the local highway network that has a high reserve of traffic capacity on a Sunday. The other predicted travel demands shown in Table 3 are relatively low and should be accommodated with existing services and infrastructure.

4.0.3 In addition to visitors, the site will generate vehicles that are associated with the traders and these will arrive between 6.00 a.m. – 8.00 a.m. and depart after 4.00 p.m. when the visitor traffic levels are low and there is a high reserve of traffic capacity on the local highway network.

Construction Phase

4.0.4 The site is well located for access by construction traffic being close to the A5053 Leeds Street. Pall Mall is a wide road that is suitable to carry large construction vehicles during construction of the indoor market structure. Therefore, no highway capacity or operational problems are envisaged during construction.

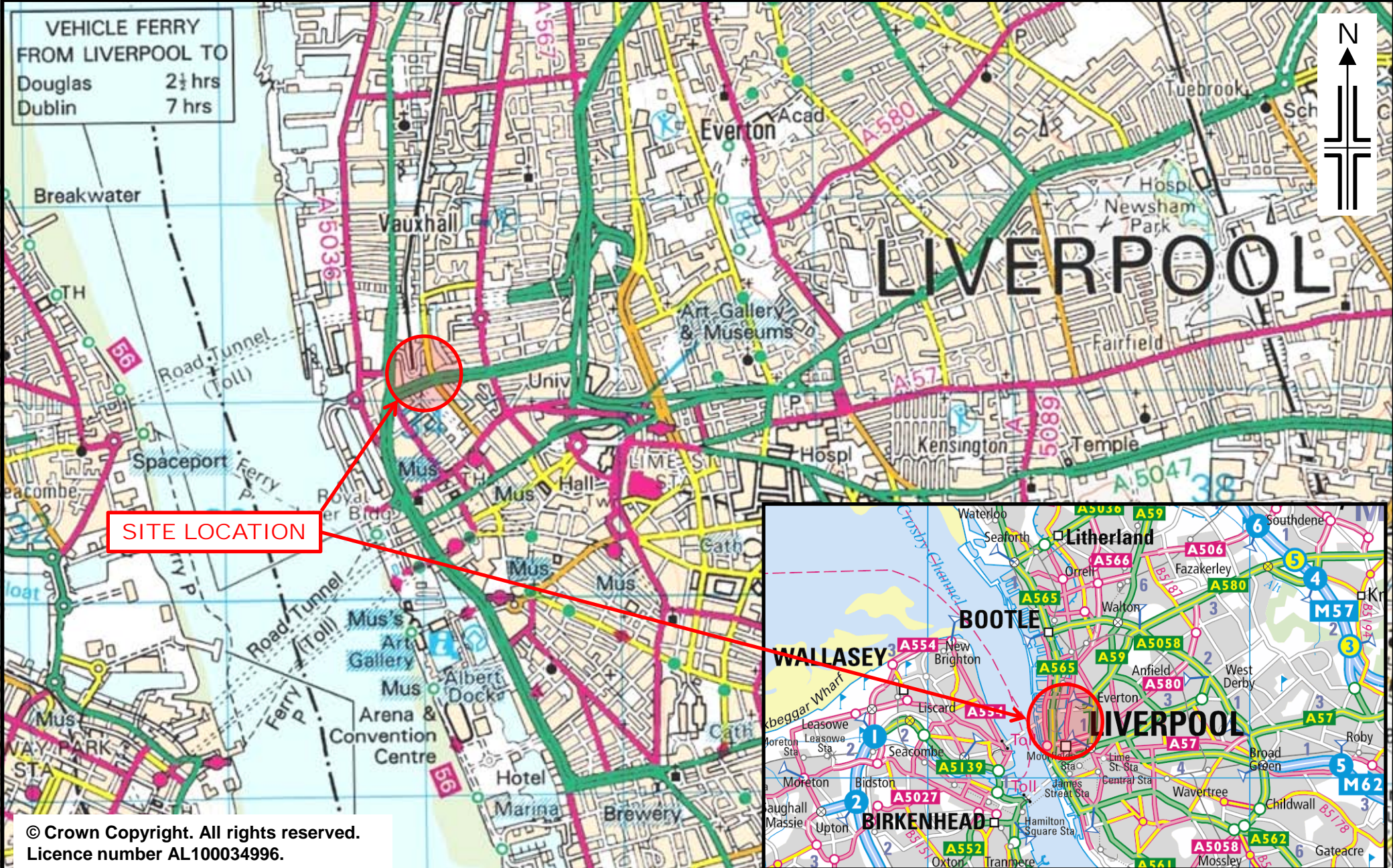
5.0 Summary and Conclusions

5.0.1 This Transport Statement has considered the transport implications of a proposed Sunday Market at a site off Pall Mall in Liverpool. The information presented can be summarised as follows:


- **Site Description** – The site is located It is situated off Pall Mall, on the north side of Leeds Street, less than one kilometre north west of Liverpool city centre. The site is accessed from the A5053 Leeds Street and Pall Mall. The highway network in the vicinity of the site has a relatively good road safety record and no significant traffic capacity problems on a Sunday when the market will operate (between 8.00 a.m. – 3.00 p.m.). There is on-street parking available near the site on Sundays along Pall Mall and Love Lane. The existing site is used as a large car park on Monday – Saturday.
- **Proposed Development** – The proposed market will provide 293 stalls with 117 indoor and 176 outdoor. A new indoor market structure will be built over the northern section of the car park. The market will have 151 car parking spaces and 2 large parking spaces for buses or coaches and 9 disabled parking spaces. An additional car park is available for trader vehicles off Phillips Street which is a short walk from the site. The existing access off Lanyork Road will be used for visitor traffic and the existing access on Pall Mall will be used for trader vehicles.
- **Transport Impact** – The traffic generation analysis for the proposed development shows that the maximum traffic generation will be relatively low and the existing highway network has a high reserve of traffic capacity on a Sunday. The predicted traffic generation should, therefore, not have a significant impact on the local highway network. The site is accessible by sustainable transport due to the frequent bus services that operate along Pall Mall on a Sunday and the existing residential areas that are within a reasonable walking or cycling distance of the site.

5.0.2 **In light of the above, it is concluded that the proposed development should not have a material impact in terms of highway operation and safety.**

FIGURES




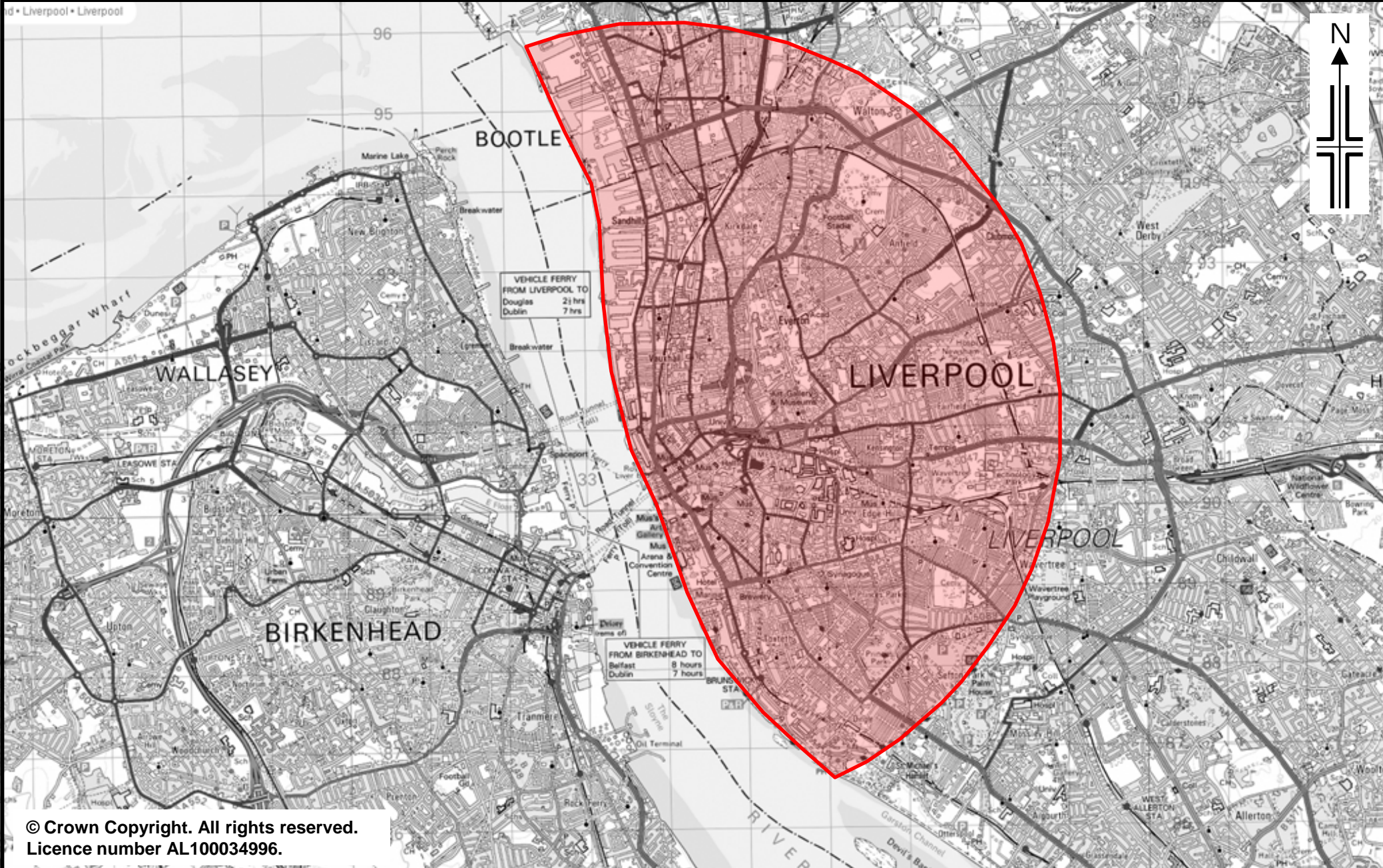
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| | | Job | Pall Mall, Liverpool | Checked | DLW | Scale | NTS | | |
| | | Title | Site Location Plan | Approved | DLW | | | Rev | |
| | | | | | | | | | |




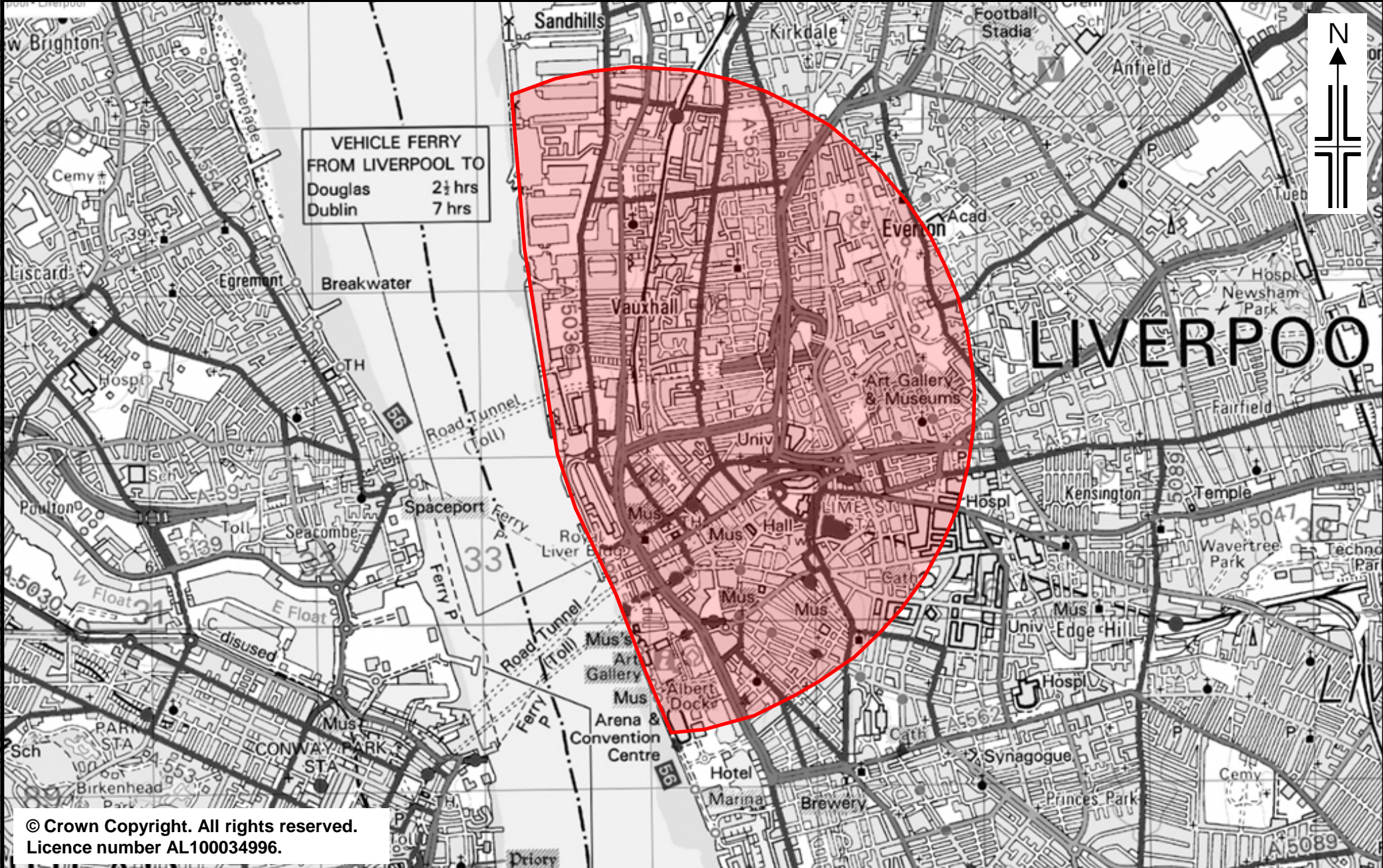
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| | | Job | Pall Mall, Liverpool | Checked | DLW | Scale | NTS | Figure 2 | |
| | | Title | Existing Site Plan | Approved | DLW | | | Rev | |



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| | | Job | Pall Mall, Liverpool | Checked | DLW | Scale | NTS | Figure 3 | | |
| | | Title | 5km Cycling Catchment Area | Approved | DLW | | | Rev | | |



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|  <p>PSA Design The Old Bank House 6 Berry Lane, Longridge Preston, PR3 3JA Tel. 01772 786066</p> | Client | Pall Mall | Drawn | PJB | Date | 12.03.14 | Drawing No. Figure 4 | |
| | Job | Pall Mall, Liverpool | Checked | DLW | Scale | NTS | | |
| | Title | 2km Walking Catchment Area | Approved | DLW | | | Rev | |
| | | | | | | | | |



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PHOTOGRAPHS



Photograph 1 – Access on Lanyork Road



Photograph 2 – Access on Pall Mall



Photograph 3 – Existing Car Park Site



Photograph 4 – Pall Mall



Photograph 5 – Bus Stop Clearway



Photograph 6 – Cycle Route Opposite Whitley Street