



Transport Statement

Huyton Town Centre Village Enabling Works Application

Genr8 Kajima Regeneration

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Basis of Report

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- Appendix B Site Location and Enabling Works Plans



1.0 Introduction

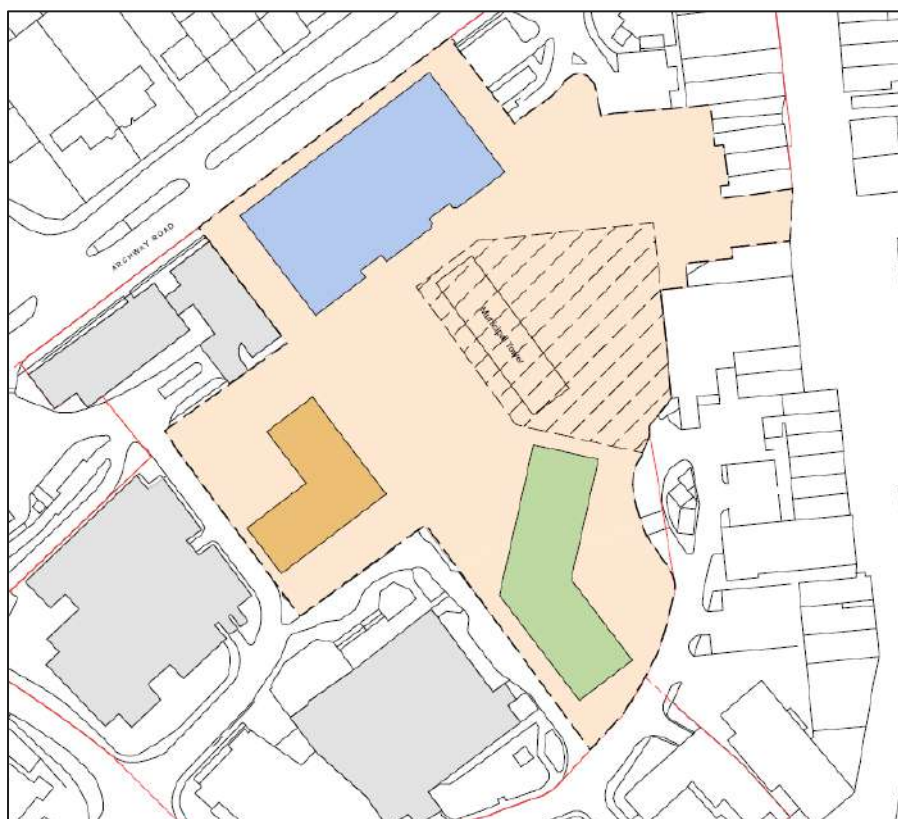
1.1 Background

- 1.1.1 Vectos (part of SLR) have been commissioned by Genr8 Kajima Regeneration on behalf of Knowsley Metropolitan Borough Council (KMBC) to provide highways and transportation advice in relation to a planning application for an enabling works package for the 1st phase of the proposed mixed-use commercial district development in Huyton Village. The development proposals are:

Enabling and engineering works comprising demolition of the Municipal Building and Computer Building; existing car parks and hardstanding, removal of trees, ground reprofiling and remediation, installation and diversion of below ground infrastructure, formation of a temporary car park, installation of security hoarding and associated works.

- 1.1.2 To enable the redevelopment to take place, a package of enabling works is required to facilitate the creation of development ready plots and de-risking the ground for phase 1 of the development, which is proposed as the KMBC Headquarters, Build to Rent residential accommodation, a hotel and associated public realm as illustrated in **Figure A**. This Transport Statement (TS) report has been produced to consider the highways and transport effects of implementing the package of enabling works for phase 1.

Figure A: Indicative Phase 1 of Proposed Development



- 1.1.3 The enabling works application is being progressed at an early stage with the aim of securing planning approval around 12 months in advance of the main hybrid planning



application strategy. It is understood that KMBC has a 10-year development plan for Huyton that will need to be built out in a phased manner including the associated enabling works, and this TS is focused on assessing the impacts of the proposed phase 1 enabling works on transport infrastructure, including circulation routes, pedestrian desire lines and the loss of car parking.

- 1.1.4 The scope of this TS has also been informed by pre-application feedback from KMBC. The Planning Officer has requested a detailed review of the impacts of the proposed enabling works on existing car parking provision based upon the findings of the Huyton Parking Study (August 2022) that was undertaken by WSP on behalf of KMBC, including reference to the spaces that will be lost, car park occupancy rates and demonstrating that sufficient parking remains. The Huyton Parking Study report is included as **Appendix A**.

1.2 Report Structure

- 1.2.1 Following this introduction, the TS report is structured as follows:

- **Chapter 2: Baseline Conditions** – discusses the local highway network, existing site characteristics from observations made on a site visit, car parking provision and pedestrian desire lines;
- **Chapter 3: Enabling Works Assessment** – details the vehicle, pedestrian movement and servicing and delivery routes that will be impacted by the enabling works proposals, sets out an appropriate car parking strategy to support the enabling works scheme to address the loss of parking and considers access by construction traffic; and
- **Chapter 4: Summary and Conclusions** – summarises the findings of the TS and provides the report conclusions.

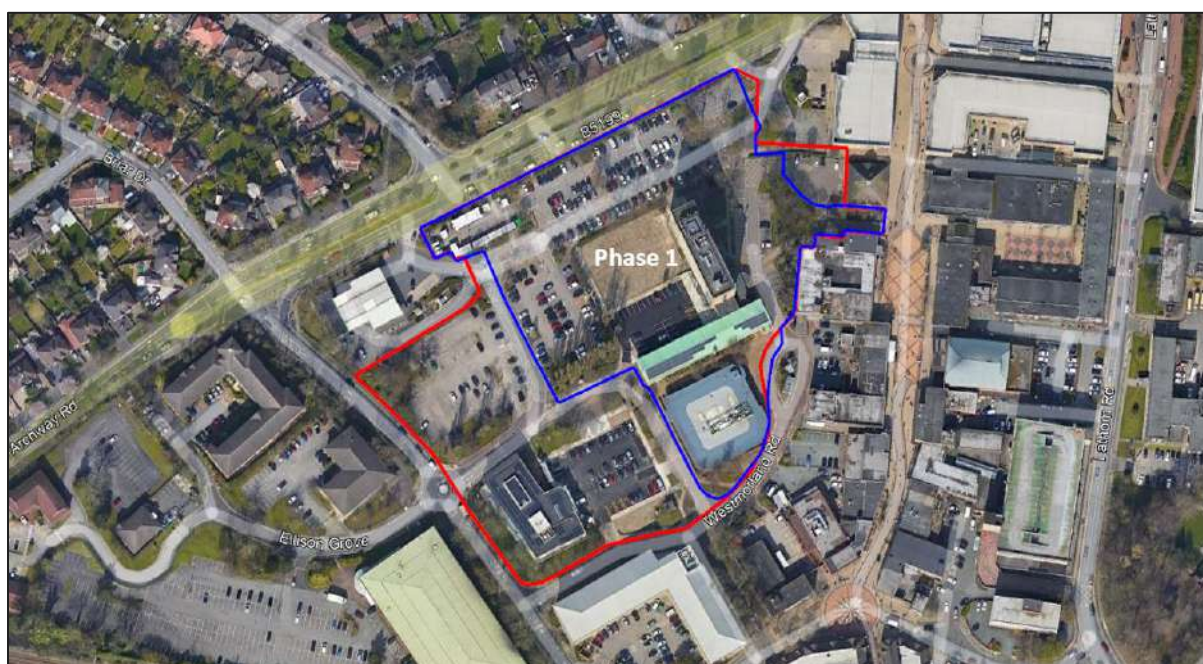


2.0 Baseline Conditions

2.1 Site Location and Background

- 2.1.1 The site is located within the town centre of Huyton in the Metropolitan Borough of Knowsley, which is around 10km east of Liverpool and 3km southwest of Prescott. **Figure B** illustrates the approximate extent of the phase 1 enabling works site boundary (blue outline) in the context of the wider masterplan area for the new Huyton mixed-use commercial district project shown in the red outline. Detailed site location and enabling works plans showing the phase 1 site boundary and the extent of the enabling works within the phase 1 area is included as **Appendix B** to this report.

Figure B: Site Location



- 2.1.2 The neighbouring buildings include the main retail shopping centre to the east, the NHS public health department building and Royal Mail delivery centre to the south, an Asda petrol station, Priory Court retirement village, Knowsley Probation Centre and a bingo hall to the west, and a variety of town centre uses are located to the north of the site along the north of the B5199.
- 2.1.3 The enabling works site consists of two KMBC office buildings and a mixture of five non-public (KMBC use only) and publicly available car parks.

2.2 Local Highway Network

- 2.2.1 Figure B shows the site in a local context relating to the local highway network.
- 2.2.2 Lying to the north of the development site is the B5199, which connects Prescott with Huyton. This road is subject to a 30mph speed limit in the vicinity of the site and consists of a dual



carriageway arrangement. There are street lit footways on both sides of the carriageway with controlled crossings provided at key junctions and at Cavendish Walk.

- 2.2.3 Poplar Bank lies to the west of the site and is subject to a 30mph speed limit along with the adjoining routes. It is around a 6m carriageway width with street lit footways and double yellow line parking restrictions. Poplar Bank serves as an access road to the bingo hall along Ellison Grove and into the town centre via the priority junctions with Civic Way and Westmorland Road. Civic Way provides access into the enabling works site and the associated civic buildings and car parking areas, as well as facilitating access to the Asda petrol station via a mini roundabout. It includes a one-way section along part of the western boundary of the site and the carriageway width varies from around 4m to 6m.
- 2.2.4 Westmorland Road has a carriageway width of approximately 7m and a turning area at its northern end. It runs along the southern and eastern boundary of the site and connects to Griffith's Road which is a taxi rank area in the town centre, and it also serves the town centre retail units. Both Civic Way and Westmorland Road consist of street lit footways and parking restrictions. The southern end of Poplar Bank becomes a no through road upon the approach to Derby Road as this section leads towards the bus station.

2.3 Huyton Village Site Visit

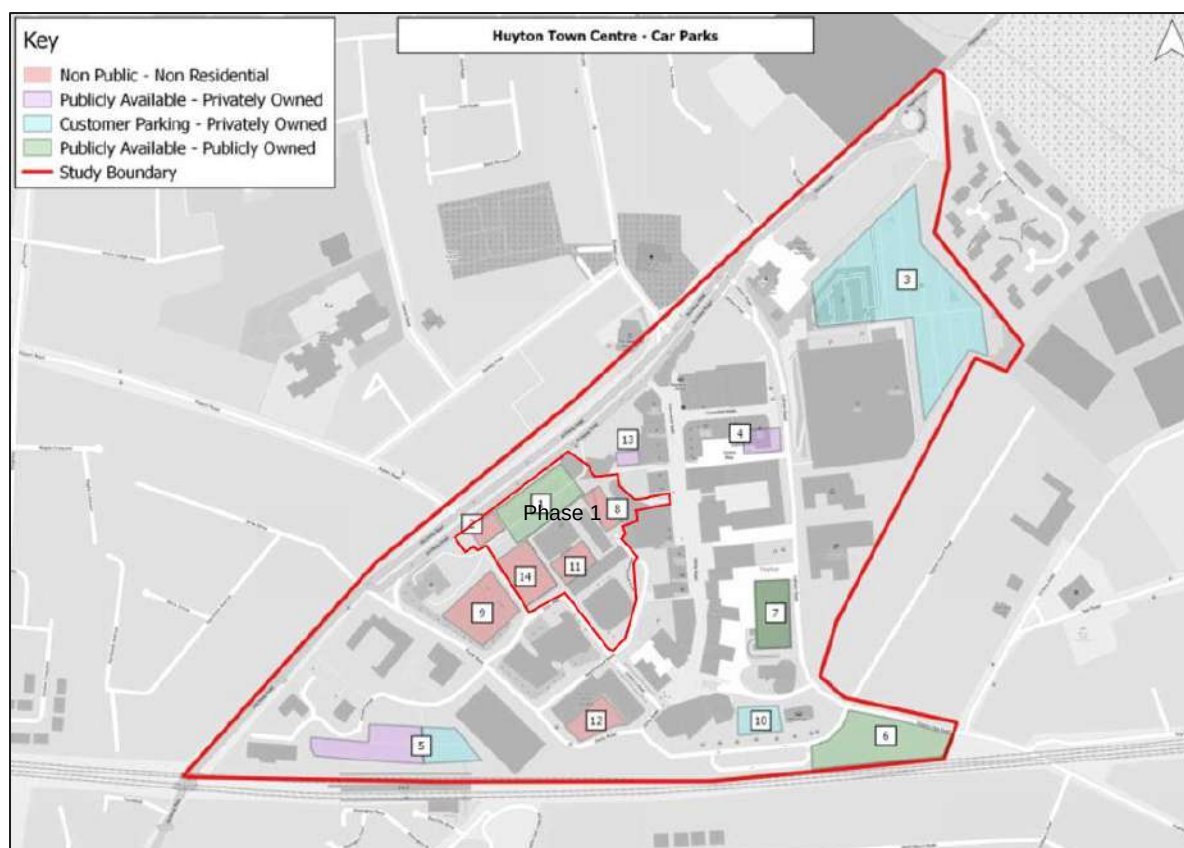
- 2.3.1 SLR Conducted a site visit around the enabling works site on Friday 15th September 2023. The time of the site visit was undertaken during the weekday morning peak period to observe transport conditions during a busy time of the day for traffic and movement.
- 2.3.2 The main aim of the site visit was to better understand the existing operating characteristics of the car parks within and around the enabling works application site in relation to vehicle and pedestrian access to the area, and the occupancy levels of the town centre car parks that are served off Civic Way and Westmorland Road.
- 2.3.3 The on-site observations revealed that the five car parking areas within and adjacent to the enabling works site boundary were approximately between 80 to 90% occupied within the morning peak period, and this is consistent with the results of the 2018 parking survey by KMBC for the Archway Road car park that are included in the Huyton Parking Study. It was also observed on the site visit that other car parks in the town centre further away from the site, such as the Club 3000 Bingo and Huyton Hey car parks, were much less busy and appeared to be less than 50% occupied.

2.4 Existing Parking Provision

- 2.4.1 Huyton is well served by car parks that provide a range of different options for users and they are located throughout the town centre.
- 2.4.2 Details of the car park locations within the proposed enabling works site and in the surrounding wider town centre area are set out in the Huyton Parking Study, as illustrated in **Figure C** below.



Figure C: Huyton Town Centre Car Park Locations *Source – Huyton Park Study (August 2022)*



2.4.3 All of the car parks shown above in Figure C are largely surface level car parks, with the exception of number 7 being a multi-storey car park, and they are located within around 500m from the enabling works site. Car parks 1 (Archway Road), 2 (Archway Road Brown Zone), 8 (KMBC Front Visitors), 11 (Municipal Offices Members) and 14 (Yorkon Green Zone) are located within the site and these spaces will be displaced as a result of the proposed enabling works.

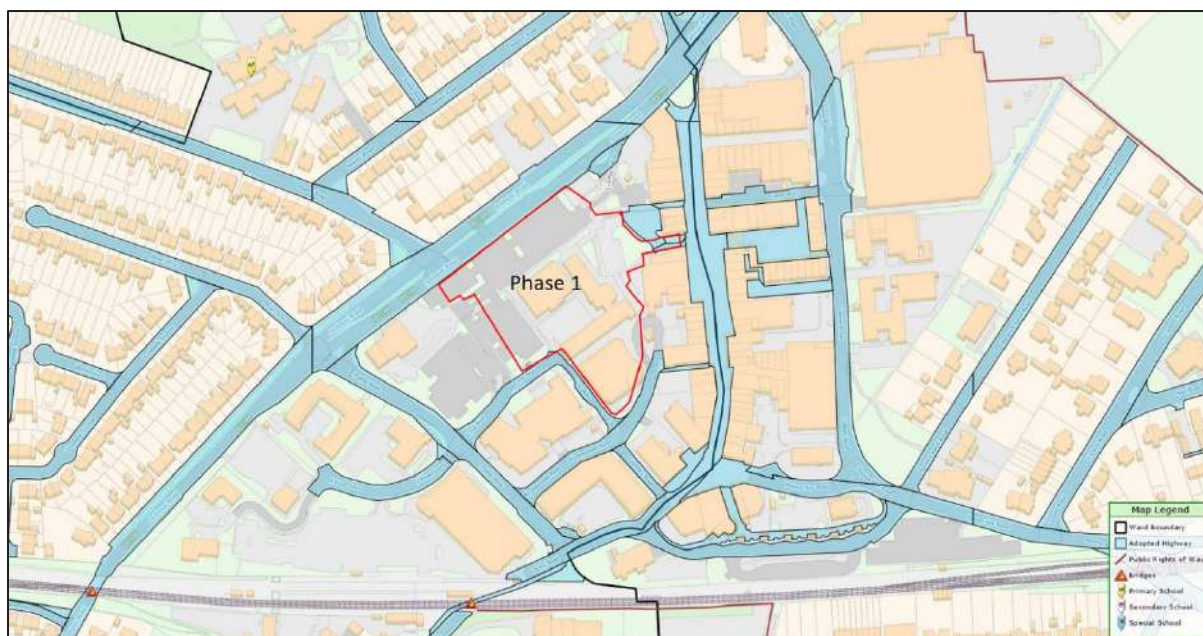
2.4.4 The car parks numbered 1 to 14 are predominantly permit only to KMBC employees and visitors, which is six of the car parks, and publicly available short and long stay car parks, of which there are five. In addition, KMBC have agreed a long-term lease (10 years) on 150 spaces in the Club 3000 Bingo car park for Council staff to use with permits, and these are available from 7am – 7pm Monday to Friday.

2.5 Adoption Records

2.5.1 The existing adopted highway records for Knowsley Council have been obtained from the Council's online database, and the extent of the adopted highway boundary adjacent to the proposed enabling works site is shown in **Figure D**.



Figure D: Adopted Highway Source – <https://highways.knowsley.gov.uk/>



- 2.5.2 Figure D indicates that the proposal site boundary includes some sections of adopted highway boundary at the northeast corner, and on Westmorland Road and Civic Way. The enabling works area within the site boundary will be in close proximity to the highway boundary on Civic Way and Westmorland Road, and the position of the hoarding line in these areas will need to be agreed with the Local Highway Authority to minimise any encroachment onto the public highway and appropriate temporary mitigation measures proposed if required. This matter would be reviewed in detail and addressed by the appointed contractor as part of the Construction Traffic Management Plan (CTMP).
- 2.5.3 There are no Public Rights of Way (ProW) running within or immediately adjacent to the site boundary.

2.6 Walking

- 2.6.1 Within the boundary of the enabling works site, there are a number of well used pedestrian routes and desire lines. The B5199 has three sets of steps leading into Archway Road car park that pedestrians departing from the bus stops along the B5199 would use to get to the KMBC buildings, Huyton Library, NHS Walk-in Centre and the main shopping area to east on Cavendish Walk.
- 2.6.2 There is an additional north-south pedestrian route from the B5199 to the east of the Archway Road car park that runs adjacent to the KMBC buildings and connects with the footways on Westmorland Road, as shown in **Figure E**. Civic Way and Westmorland Road consist of footways that run both adjacent and into the site, which will be affected by the enabling works. Cavendish Walk includes three walkways to the site and also onto Westmorland Road.
- 2.6.3 The aforementioned pedestrian routes and desire lines will be affected by the enabling works and appropriate temporary pedestrian routes and / or diversions will be provided if



required. This matter would be reviewed in detail and addressed by the appointed contractor as part of the CTMP, as agreed with KMBC Highways.

Figure E: Existing Pedestrian Route Between B5199 and Westmorland Road

Source – Google Maps



3.0 Enabling Works Detailed Assessment

3.1 Access

Vehicles

- 3.1.1 During the enabling works, vehicles can access and exit the area to the west of site by using the B5199, Poplar Bank, Civic Way and Westmorland Road. Civic Way will provide access to the Asda petrol station and the Archway Road car park (red zone), and Westmorland Road is proposed to still be operational. These routes will facilitate servicing and delivery activity with adjacent uses that will continue to operate whilst the enabling works are taking place.
- 3.1.2 The proposed enabling works at the site are likely to be implemented in two phases, with the southern and northern parts of the site being phases 1 and 2 respectively. The phase 1 hoarding line will be immediately adjacent to the one-way section of Civic Way and Westmorland Road to the east of the junction with Civic Way. Should the one-way section of Civic Way require a temporary closure, this would be subject to a Temporary Traffic Regulation Order (TTRO). The phase 2 hoarding line will be along the east side of the two-way section of Civic Way, and it will be across the entry / exit routes for car parks 1, 2, 8, 11 and 14.
- 3.1.3 The position of the hoardings will need to ensure appropriate sightlines and forward visibility are maintained for the speed of the roads. The above matters would be reviewed in detail and addressed by the appointed contractor as part of the CTMP, as agreed with KMBC Highways and including access arrangements for construction traffic.

Pedestrians

- 3.1.4 The existing pedestrian routes and desire lines that will be affected by the enabling works have been detailed in previous chapter of this report. The position of the hoardings will need to ensure appropriate sightlines and pedestrian visibility is provided along pedestrian routes. Appropriate temporary pedestrian routes and / or diversions will be provided if required and this will be reviewed in detail and addressed by the appointed contractor as part of the CTMP, as agreed with KMBC Highways.

3.2 Car Parking Strategy

Parking Impacts

- 3.2.1 The proposed enabling works scheme requires a car parking strategy to ensure that any loss of parking can be appropriately accommodated elsewhere in Huyton Town Centre and / or mitigated. This section includes reference to the Huyton Parking Study (August 2022) that was undertaken by WSP on behalf of KMBC. This document has reviewed the current and



future parking provision in Huyton Town Centre, and the potential impact on parking of the Huyton Village Centre Delivery Plan.

- 3.2.2 During the enabling works there will be a total of five car parks closed. The car park names with the ownership, parking category and car park space numbers are listed below in **Table A**.

Table A: Car Parks within the Enabling Works Site Summary

Car Parks within the Enabling Works Site	Ownership	Parking Category	Car parking spaces	Total number of spaces lost for public use and private KMBC use
Site Ref 1 – Archway Road Car Park	KMBC	Short Stay	109	109
Site Ref 2 – Archway Road (Brown Zone)	KMBC	Permit	29	135
Site Ref 8 – KMBC Front Visitors	KMBC	Permit	15	
Site Ref 11 – Municipal Offices Members	KMBC	Permit	30	
Site Ref 14 – Yorkon (Green Zone)	KMBC	Permit	61	

- 3.2.3 As seen in Table A, the proposed enabling works site will displace a total of 244 parking spaces available for both public use and for permit holders of the KMBC offices. The Archway Road car park includes a section of short stay parking resulting in a loss of parking of 109 spaces. These spaces are most likely used by visitors to access the town centre retail area to the east of the site and the nearby civic buildings.
- 3.2.4 The brown zone section of Archway Road and three other car parks within the enabling works site are permit only for KMBC employees and visitors. This indicates that around 135 spaces need to be available in other car parks near to the site to ensure that inappropriate and unauthorised parking does not occur elsewhere in the town centre.

Alternative Parking Options

- 3.2.5 Whilst the proposed enabling works at the site are being implemented a strategy is required to ensure that the displaced car parking can be safely accommodated in the wider town centre area. This will involve the diversion of those existing users from the affected car parks within the enabling works site to other car parking areas, where there is available capacity.
- 3.2.6 Referring to the Huyton Parking Study, it is considered that there are six car parks unaffected by the proposed enabling works that could provide alternative options for the general public and KMBC employees and visitors, and these are all located within around a



5-minute walk (400m) from the site. The car parks identified from the Parking Study are summarised below with their number of parking spaces totalling to 676 spaces:

- Club 3000 Bingo – 149 spaces;
- Cavendish Walk – 70 spaces;
- Huyton Hey – 97 spaces;
- Huyton Multi-Storey Car Park (MSCP) on Lathom Road – 298 spaces;
- UKPC – 12 spaces; and
- Venue – 50 spaces.

3.2.7 Observations from the site visit indicated that during the weekday morning peak period in the weekday, the Club 3000 Bingo car park was approximately 20% utilised and the Huyton Hey car park was around 30% utilised. This shows that both locations would likely have spare capacity to accommodate the displaced existing car parking demand, this is for both KMBC long stay users and visitors to the town centre needing short stay parking.

3.2.8 It has been noted that the Council have confirmed a lease for the Club 3000 Bingo car park for up to 10 years, and this includes a total of 150 parking spaces being available for use by KMBC employees only. This ensures an alternative parking option for 150 employees, and this will be controlled by a permit system to discourage unauthorised use. Access to the car park for employees will be available from 7am – 7pm, Monday to Friday. This will mitigate the loss of the four car parks within the enabling works site that are used by KMBC employees and visitors, which provide a total of 135 spaces. In addition, there are 149 parking spaces in the Club 3000 Bingo car park that are available for general use at the weekends, and these will help to mitigate the loss of the 109 short stay spaces in the Archway Road car park, as well as the other five public car parks detailed above in paragraph 3.3.6.

3.2.9 A parking accumulation study commissioned by KMBC was undertaken in 2018 to understand the baseline level of parking capacity in the town centre, and a further car parking survey was undertaken in May 2022 to review if the baseline situation had changed. The 2018 survey results showed that the main car parks in Huyton Town Centre were generally underutilised, with most of them at less than 50% capacity, and these included Archway Road, Cavendish Walk, Club 3000 Bingo, Huyton Hey car parks and Huyton MSCP. At peak times, it showed that capacity remained in the Huyton MSCP on Lathom Road with around 157 spaces available (both long and short stay parking), and this car park is located to the southeast of the enabling works site within easy walking distance of the main town centre shopping area and civic buildings. The results of the 2022 parking survey showed that sufficient parking provision is available across the whole town centre on a neutral weekday (Tuesday – Thursday), with a peak parking occupancy of circa 63% (1,041 vehicles parked) between 8am and 6pm, and an average occupancy of 53%. In addition, the 2022 parking survey results for the Saturday showed a peak parking occupancy of 31% (512 vehicles parked) between 8am and 6pm, and an average occupancy of 25%.



Temporary Car Park

- 3.2.10 To further mitigate the loss of parking spaces during the 1st phase of enabling works period, a temporary car park will be delivered to the southern extent of the blue line boundary as shown in **Section 2, Figure B**. This will comprise of a total of 53 spaces, which includes the provision of four accessible parking bays and can be used by both Council Staff and town centre shoppers. An indicative layout of the proposed temporary car park can be seen in **Drawing VN232696-D100**.
- 3.2.11 The car park will follow a one-way system where vehicles will enter from the southern end of Civic Way and leave at the northern end of Civic Way.
- 3.2.12 Delivery of and use of the proposed additional temporary car park as part of the Enabling Works proposal will only take place when the other existing surface car parking areas have been removed from use as part of the Enabling Works site activities.
- 3.2.13 Overall, it is envisaged that the proposed temporary car park will be able to mitigate and minimise disruption from the 1st phase of the enabling works proposals and reduce long walking distances for council staff and town centre shoppers.

Summary

- 3.2.14 The results of these parking surveys strongly suggest the remaining car parks located in the wider town centre area will have sufficient capacity to be able to mitigate the loss of the five car parks within the enabling works site on weekdays and at weekends, which contain a total of 244 spaces, and these are used by the general public and KMBC employees and visitors.
- 3.2.15 Furthermore, the proposed temporary car park will provide a further 53 parking spaces to accommodate for the loss of parking during the 1st phase of the enabling works programme. The use of the temporary car park is seen to mitigate and minimise the disruption caused by the enabling works proposal and to reduce long walking distances for both Council staff and town centre shoppers.



4.0 Summary and Conclusions

4.1 Summary

- 4.1.1 Vectos (part of SLR) have been commissioned by Genr8 Kajima Regeneration on behalf of KMBC to provide highways and transportation advice in relation to a planning application for an enabling works package for the 1st phase of the proposed mixed-use commercial district development in Huyton Village. The development proposals are:

Enabling and engineering works comprising demolition of the Municipal Building and Computer Building; existing car parks and hardstanding, removal of trees, ground reprofiling and remediation, installation and diversion of below ground infrastructure, formation of a temporary car park, installation of security hoarding and associated works.

- 4.1.2 This TS report has assessed the impacts of the proposed phase 1 enabling works on transport infrastructure, including circulation routes, pedestrian desire lines and the loss of car parking.
- 4.1.3 The enabling works area within the site boundary will be in close proximity to the highway boundary on Civic Way and Westmorland Road, and these vehicle access routes are likely to remain operational during the enabling works. The position of the hoarding line in these areas will need to be agreed with the Local Highway Authority to minimise any encroachment onto the public highway whilst ensuring that adequate sightlines and visibility splays are provided, and appropriate temporary mitigation measures proposed if required.
- 4.1.4 There are a number of existing pedestrian routes and desire lines that will be affected by the enabling works and appropriate temporary pedestrian routes and / or diversions will be provided if required. These matters will be reviewed in detail and addressed by the appointed contractor as part of the CTMP, as agreed with KMBC Highways.
- 4.1.5 Car parks 1 (Archway Road), 2 (Archway Road Brown Zone), 8 (KMBC Front Visitors), 11 (Municipal Offices Members) and 14 (Yorkon Green Zone) are located within the site and these spaces will be displaced as a result of the proposed enabling works.
- 4.1.6 The TS has demonstrated that the loss of parking from the development proposals can be appropriately accommodated elsewhere in Huyton Town Centre and / or mitigated, and this has been informed by site observations and the findings of the Huyton Parking Study (August 2022), which was undertaken by WSP on behalf of KMBC.
- 4.1.7 The results of the parking surveys from the Parking Study strongly suggest that the remaining car parks located in the wider town centre area will have sufficient capacity to be able to mitigate the loss of the five car parks within the enabling works site on weekdays and at weekends, which contain a total of 244 spaces.
- 4.1.8 The proposed temporary car park will provide a further 53 parking spaces to accommodate for the loss of parking during the 1st phase of the enabling works programme. The use of the temporary car park is seen to mitigate and minimise the disruption caused by the enabling works proposal and to reduce long walking distances for both Council staff and town centre shoppers.



4.2 Conclusion

- 4.2.1 The National Planning Policy Framework (2023) states that, *“development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”*.
- 4.2.2 This report has demonstrated that the proposals would not result in a severe transport impact, and on this basis, there are no material reasons why the phase 1 enabling works associated with the Huyton Town Centre Village development scheme should not be granted planning consent on highways or safety grounds.



DRAWINGS



General Arrangement
1:500

49no standard parking bays

4no of disabled parking bays in accordance with the DfT's Inclusive Mobility guidance



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Site Access Detail

Parking Bay & Central
Aisle Detail

REV.	DETAILS	DRAWN	CHECKED	DATE

Notes:

- 1. This is not a construction drawing and is intended for illustrative purposes only.
- 2. White lining is indicative only.

----- Proposed Water Bollards to regulate traffic route

Huyton TC Village Enabling Works Application

Genr8

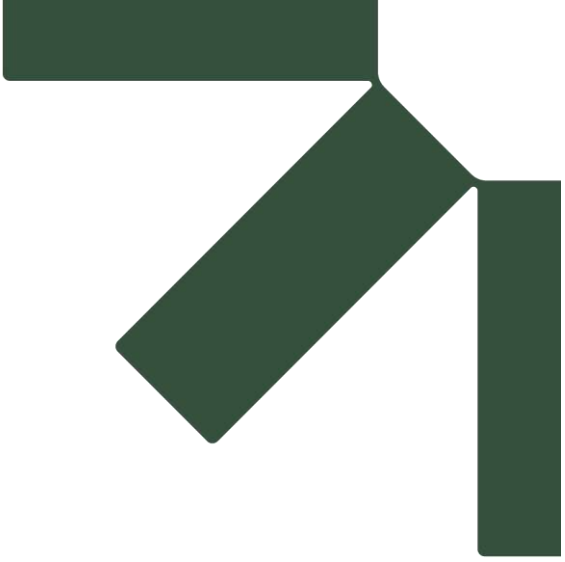
General Arrangement & Dimensions -
Site Access Junction & Parking Bays



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DRAWN: CG	CHECKED: DR	DATE: 09.11.23	SCALES: 1:200 at A3 (unless shown)
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DRAWING NUMBER: VN232696 - D100	REVISION: .
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Appendix A Huyton Parking Study (August 2022)

Huyton Parking Study



KMBC

August 2022



Huyton Parking Study

Knowsley Metropolitan Borough Council

WSP UK Limited
8 First Street
Manchester
M15 4RP
Tel: 0161 200 5000
wsp.com

Rev	Date	Details
A	07/11/2021	Work in Progress
B	25/08/2022	Draft
C		

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Reviewed by:	APF
Approved by:	KR

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Study Overview

Study Overview

Introduction

The purpose of this report is to assess the current and future parking provision in Huyton Town Centre, and the potential impact on parking of the Huyton Village Centre Delivery Plan. We understand that the proposed significant investment in the town centre requires more efficient and concentrated parking to aid the delivery of the masterplan, and this report sets out a number of key considerations for car parking within the town centre.

Using the analysis undertaken as part of this study, the report concludes by providing recommendations for next steps of how parking could be best utilised in line with the development proposals. The key steps that have been followed in developing this report are as follows;

- **Study Boundary & Initial Appraisal** – It defines an appropriate town centre car park study boundary and identifies all non-residential off-street car parks within this area. It also assesses the current car parking demand across the town centre, based on the 2018 and 2022 parking surveys.
- **Routing Accessibility** – Grouping of the long list of car parks by geography in order to undertake an accessibility exercise looking at access by car, and walking access from these car parks into the town centre.
- **Huyton Masterplan & Delivery Plan** – Detailed quantitative assessment of all development proposals and scenarios. It assesses the current and future parking demand across Huyton Town Centre for both long and short stay parking.
- **Summary & Next Steps** – A summary of this Huyton Parking Study, its aspirations, and next steps to implement the findings.



The Huyton Parking Study develops the thinking on parking in Huyton Town Centre before and after the development of the proposed Huyton Village Centre Delivery Plan. The study explores the parking demand and considers the accessibility to each car park.

Study Overview

Context

Huyton Town Centre benefits from multiple publicly and privately owned car parks. Many of which are fair in size, and are observed to be underutilised due to the location, accessibility and current condition of the car parks. However, a number of these car parks are often overlooked by visitors for more ‘convenience-driven’ parking locations. The existing multi-storey car park off Lathom Road has fallen into disrepair, providing poor visitor experience and safety perception, and is now considered by many as an eye-sore to the town centre.

The primary focus of this report is to analyse the parking provision in the town centre before and after numerous development scenarios. During the production of this study, observations, discussions and analysis explored the significant amount of parking provision across the town centre, the perceived lack of parking provision, the preference for parking on certain car parks, and the convenient and unauthorised on street parking.

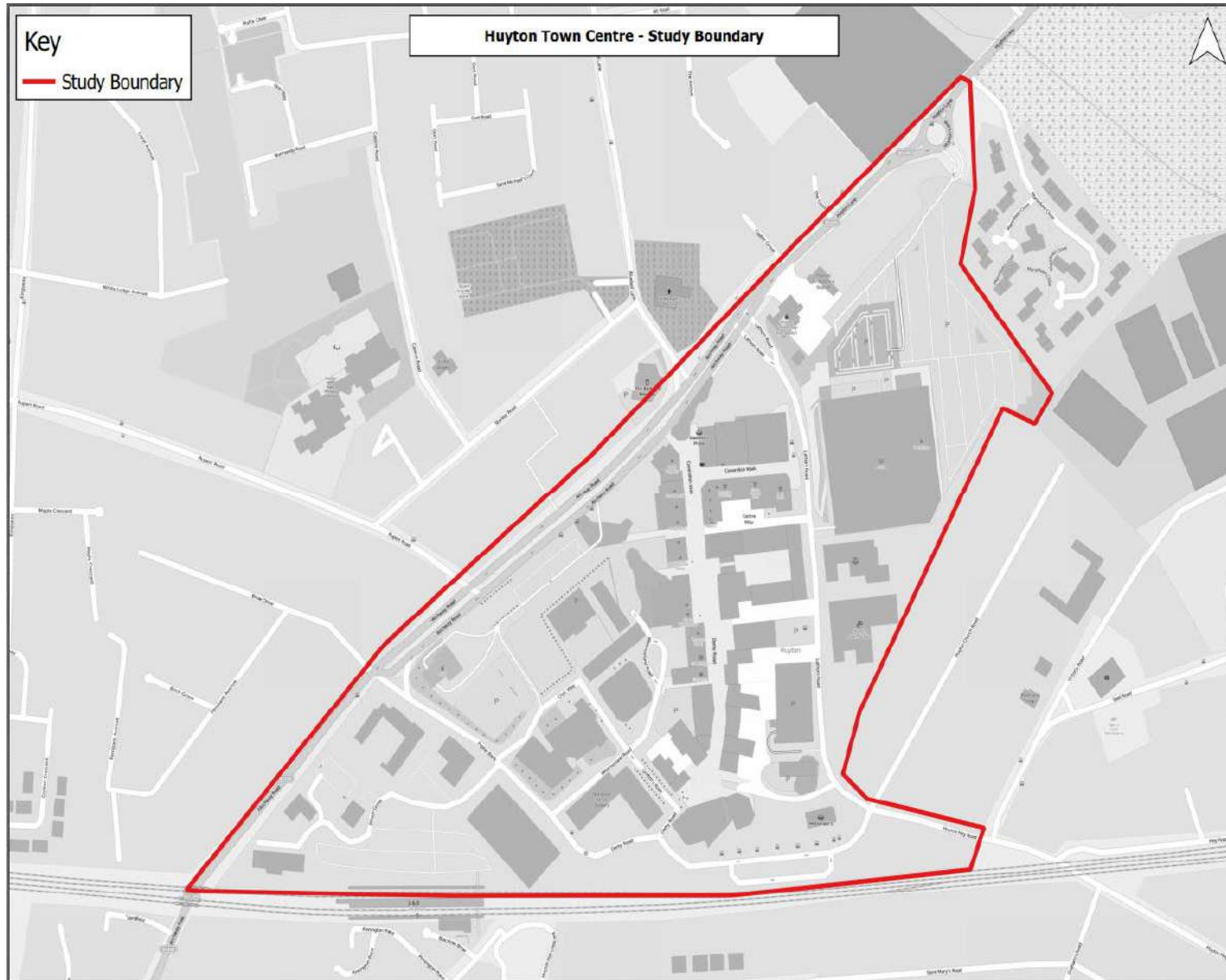
Ultimately, this report attempts to piece together some of the discussion points on car parking that have emerged between KMBC, key stakeholders and consultants after the production of the Delivery Plan. The aim of this Study is to provide recommendations on how to move forward with investment in town centre car parking. The report should be read in the context of providing a first step to more detailed work as part of the Delivery Plan to explore key issues and opportunities for enhanced car parking in Huyton in more detail.



Study Boundary & Initial Appraisal

Study Boundary & Initial Appraisal

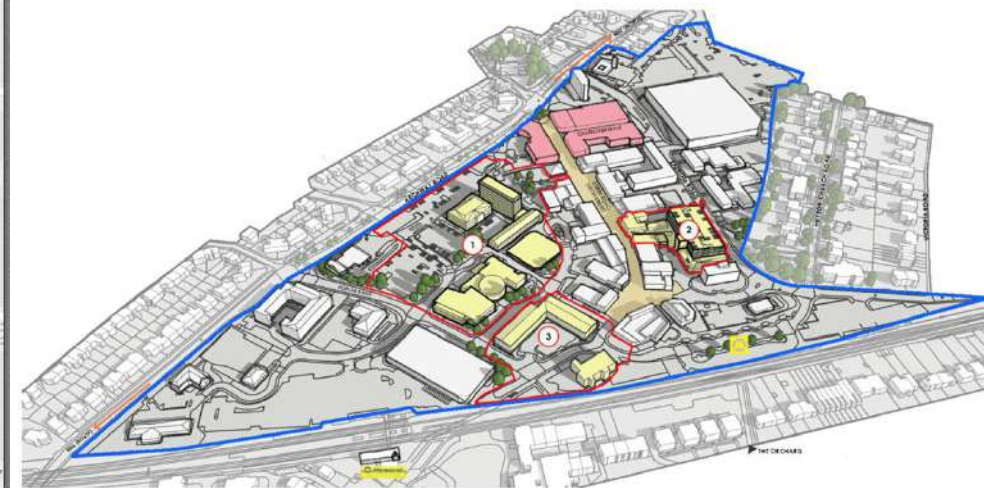
Study Boundary



A bespoke study boundary for this Huyton Parking Study has been derived in consultation with KMBC to ensure the key identified areas of focus were captured. The study boundary shown covers the extent of the proposed development areas within the delivery plan, whilst ensuring all the car parks in close proximity to the town centre are included.

An initial appraisal of all town centre parking locations within the study area has been undertaken against key criteria, including car park size, location, ownership and access as presented in the following sections. In particular, the parking capacity of existing sites has been evaluated and what effects a potential new future multi-story car park will have on parking in the town centre.

The Parking Study will explore in more detail where current and future parking challenges are present and expected. The study area is consistent with the development scenarios produced in the Huyton Town Centre Masterplan.



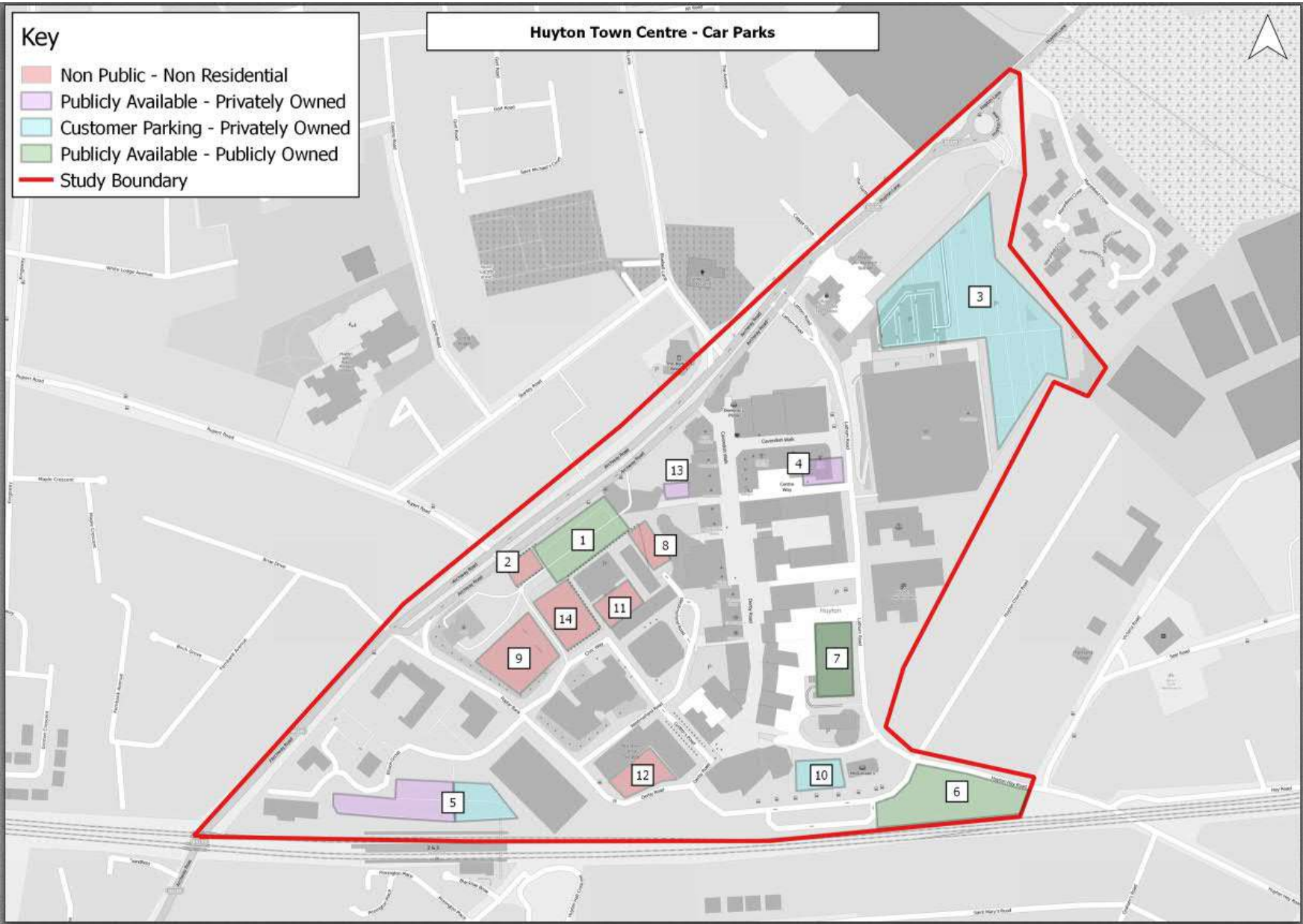
Source: Huyton Delivery Plan

Study Boundary & Initial Appraisal

Initial Appraisal

The plan shown to the right maps all the key car parks that have been considered as part of the initial site appraisal. These car parks are often those with the most parking demand during a typical weekday.

The numbering order matches with the site references listed in Table 1 on the pages to follow.



Study Boundary & Initial Appraisal

Car Park Identification

Following an initial desktop exercise, followed by a site visit to the Huyton Study Area, a total of 14 non-residential car parking sites have been identified. Table 1 lists the car parks in alphabetical order and provides an overview of the key characteristics of each of these sites.

It should be noted that all charges (long, short and KMBC employees) are currently suspended. However, the maximum stay regime remains in place for short stay car parks. Furthermore, the parking permit car parks (i.e. Archway Road Brown Zone) are currently revoked, and general public can also use these car parks. Therefore, the charging regime presented below is a historical charging regime, but it provides context when assessing the surveys undertaken in 2018.

Table 1a – Car Park Identification

Site Ref	Site Name	Ownership	Category	Charging	Car Spaces	Total Spaces
1	Archway Road	KMBC	Short Stay	£0.60 – 1 hour £1.20 – 3 hours EV – 4 hours	98 Short Stay 9 Disabled 2 EV	109
2	Archway Road (Brown Zone)	KMBC	Permit Only	Permit Only	29 Spaces	29
3	Asda	Private	Short Stay	3 Hours Free (Enforced by ANPR)	811 Short Stay 16 Disabled	827
4	Cavendish Walk	Private	Short Stay (Free) Long Stay (Chargeable)	2 Hours Free £0.50 – 3 hours up to a max of £4.00 for 10 hours (but not enforced)	70 Spaces	70
5	Club 3000 Bingo	Private	Long Stay & Customers	£2.50 per day for general use Free for Bingo customers	149 General 81 Customer Only	240
6	Huyton Hey	KMBC	Long Stay	£0.60 – 1 hour £1.20 – 3 hours £2.40 – Long Stay	69 Long Stay 3 disabled 25 NHS Permit	97
7	Huyton MSCP	KMBC	Long Stay	£0.60 – 1 hour £1.20 – 3 Hours £2.40 – Long Stay	97 Short Stay 191 Long Stay 10 Disabled	263

Study Boundary & Initial Appraisal

Car Park Identification

Table 1b – Car Park Identification

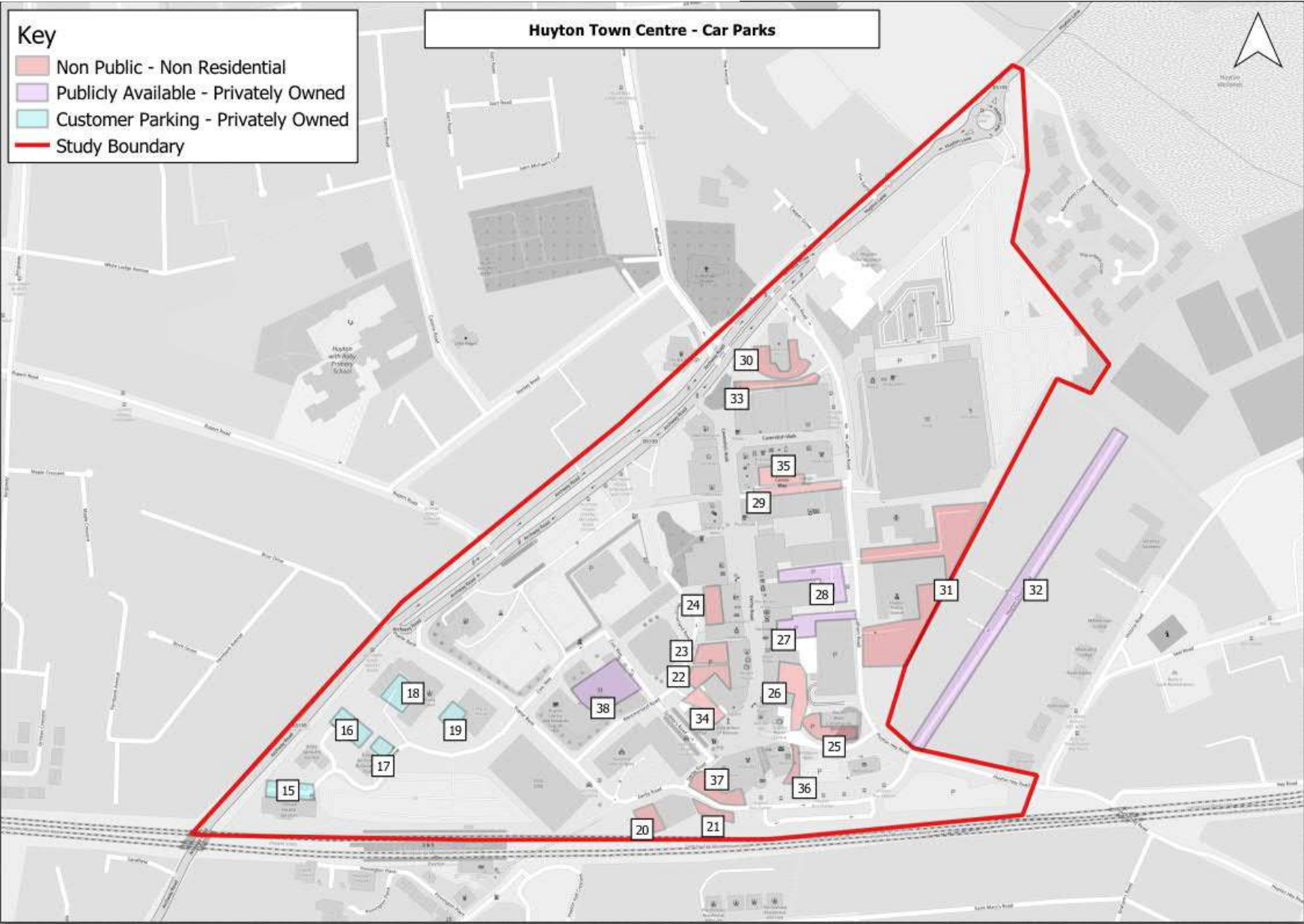
Site Ref	Site Name	Ownership	Category	Charging	Car Spaces	Total Spaces
8	KMBC Front Visitors	KMBC	Permit/Pre-book Only	Permit/Pre-book Only	15 Spaces	15
9	Library (Red Zone)	KMBC	Permit Only	Permit Only	103 Spaces	103
10	McDonalds	Private	Customer Only	Free (Customers)	20 Spaces	20
11	Municipal Offices Members	KMBC	Permit Only	Permit Only	30 Spaces	30
12	Nutgrove Villa	Private	Permit Only	Permit Only	34 Spaces	34
13	UKPC Car Park	Private	Long Stay	£0.60 – 1 hour £1.50 – 3 hours £2.00 – 4 hours £3.00 – 5 hours	10 Spaces 2 Disabled	12
14	Yorkon (Green Zone)	KMBC	Permit Only	Permit Only	61 Spaces	61

Study Boundary & Initial Appraisal

Initial Appraisal

The plan to the right maps all other parking locations within the town centre that are not considered a major car park, but where regular parking occurs. These parking locations are a mixture of public, private and unauthorised parking. It is important to evaluate all locations in the town where parking is known to occur due to the significant demand for parking outside of the major car parks. This demand is high on both private land and unauthorised parking locations (i.e. loading only bays).

The numbering order matches with the site references listed in Table 2 on the pages to follow.



Study Boundary & Initial Appraisal

Car Park Identification

As well as the sites listed in Tables 1a and 1b, a further 24 car parking locations within the town centre have been identified and outlined below. These are locations outside of the considered 'main car parks' in the town centre, but together provide a significant amount of parking capacity in the town centre.

Table 2a – Car Park Identification

Site Ref	Site Name	Parking Classification	Total Spaces
15	Knowsley Contraception & Sexual Health Service (south)	Private	28
16	Knowsley Contraception & Sexual Health Service (north)	Private	34
17	RAFA Club	Private	6
18	Priory Court	Private	16
19	Knowsley Probation Centre	Private	41
20	Huyton Telephone Exchange	Private	12
21	BT Vans Parking	Private	25
22	Car Park behind Iceland	Private	9
23	Private Parking - Merseysports	Private	25
24	Private Car Park - Superdrug	Private	15
25	Huyton Hey Offices car park	Private	18

Study Boundary & Initial Appraisal

Car Park Identification

Table 2b – Car Park Identification

Site Ref	Site Name	Parking Classification	Total Spaces
26	Land behind Derby Road Restaurants	Private	15
27	On-Street Parking - North of MSCP (In-Shops service area)	Public	24
28	Car Parks by Boots Pharmacy	Public	20
29	On-Street Parking - Centre Way	Unauthorised	10
30	Job Centre	Private	51
31	Police Station Area	Private	109
32	On-Street - Huyton Church Road	Public	20
33	Permit Only - South of Job Centre	Private	20
34	Royal Mail	Private	10
35	Sherborne Square service area	Private	5
36	Post Office Counter - Service area	Private	8
37	22 Derby Rd - Service area	Private	7
38	Venue	Public	50

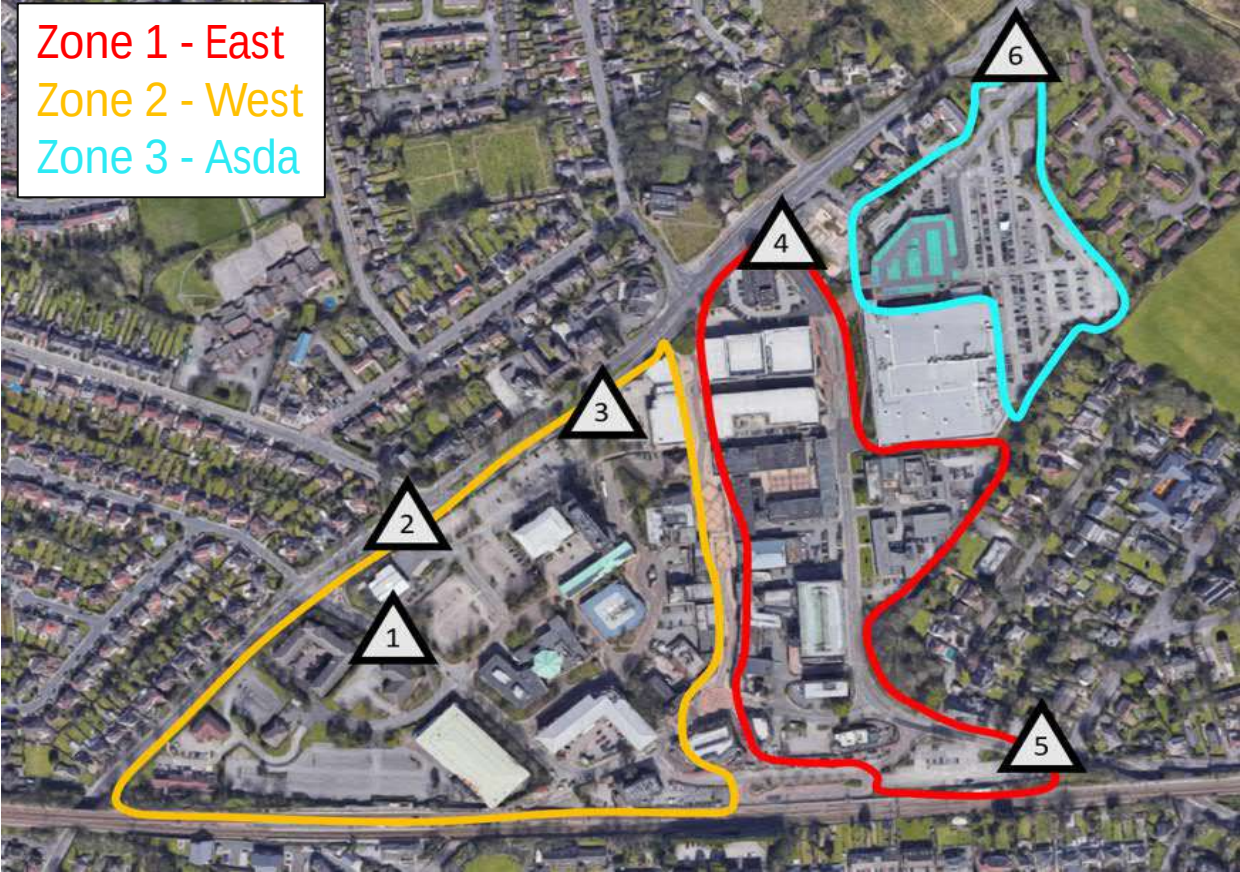
Study Boundary & Initial Appraisal

2018 Parking Study & Further Survey Analysis

A parking accumulation study commissioned by KMBC was undertaken in 2018 to understand the baseline level of parking capacity in the town centre. The 2018 survey results presented below show that on average, the major car parks in Huyton Town Centre were underutilised, with most of them at less than 50% capacity. At peak times, it is shown that the maximum capacity can be reached at certain car parks, however, capacity remained in other car parks, most significantly in the multi-story car park.

2018 Parking Survey Results		
Car Park	Average Hour Capacity	Max Hour Capacity
Archway Road	39%	85%
ASDA	31%	98%
Cavendish Walk	48%	100%
Club 3000 Bingo	65%	100%
Huyton Hey	58%	100%
Huyton MSCP Short Stay	23%	60%
Huyton MSCP Long Stay	12%	38%

To understand if the baseline situation remains true, a further car parking survey has been undertaken in May 2022. This survey captured all vehicle movements in and out of the study area using ANPR cameras at agreed locations with KMBC. Whilst the technology does not confirm the individual capacity of each specific car park, it confirms how many vehicles were present in the study area at any given time, and from which entry point the vehicle entered the study boundary. The locations of the ANPR cameras are shown below.



Study Boundary & Initial Appraisal

May 2022 Parking Survey

When accounting for all of the parking locations listed in Tables 1 & 2, the total parking provision can be calculated. This is summarised in the table below and shown in the three separate zones previously outlined.

West	East	Huyton (East + West)	Asda	Total
909	742	1651	825	2476

Analysis of the parking survey results allowed the average and peak car parking occupancy to be calculated for a neutral weekday (Tuesday-Thursday) and a Saturday in the town centre (excluding ASDA). These calculations were carried out for the core hours of 8am-6pm. The results are outlined below:

	Huyton Weekday	Huyton Saturday
Peak	63%	31%
Average	53%	25%

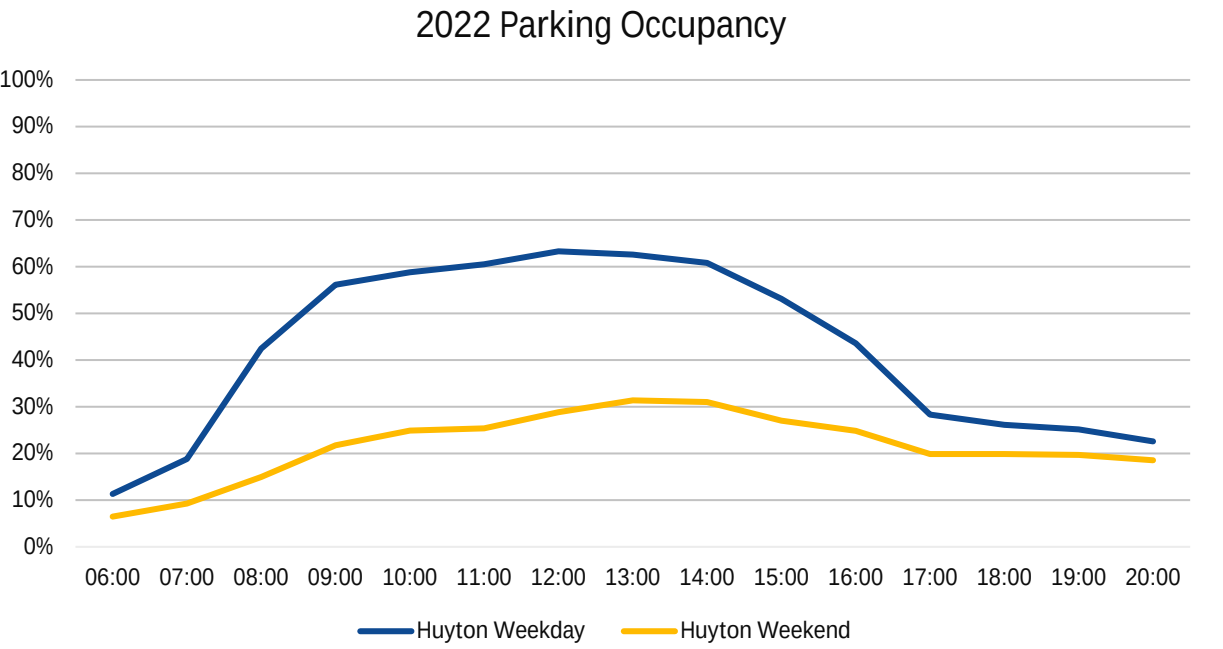
To understand the duration of parking and to determine the demand for short and long stay parking, an analysis of the results was undertaken. Short stay parking was determined as 15-minutes to 3-hour stay, Long stay parking was determined as longer than 3 hours.

	Huyton Weekday	Huyton Saturday
Short Stay	77%	89%
Long Stay	23%	11%

The results of the 2022 ANPR parking survey show that whilst there is a conception that parking in Huyton is near full capacity, sufficient parking provision is available across the whole town centre on any given day of the week, with an average parking occupancy on weekdays of circa 59% (975 vehicles parked) between 9am and 3pm.

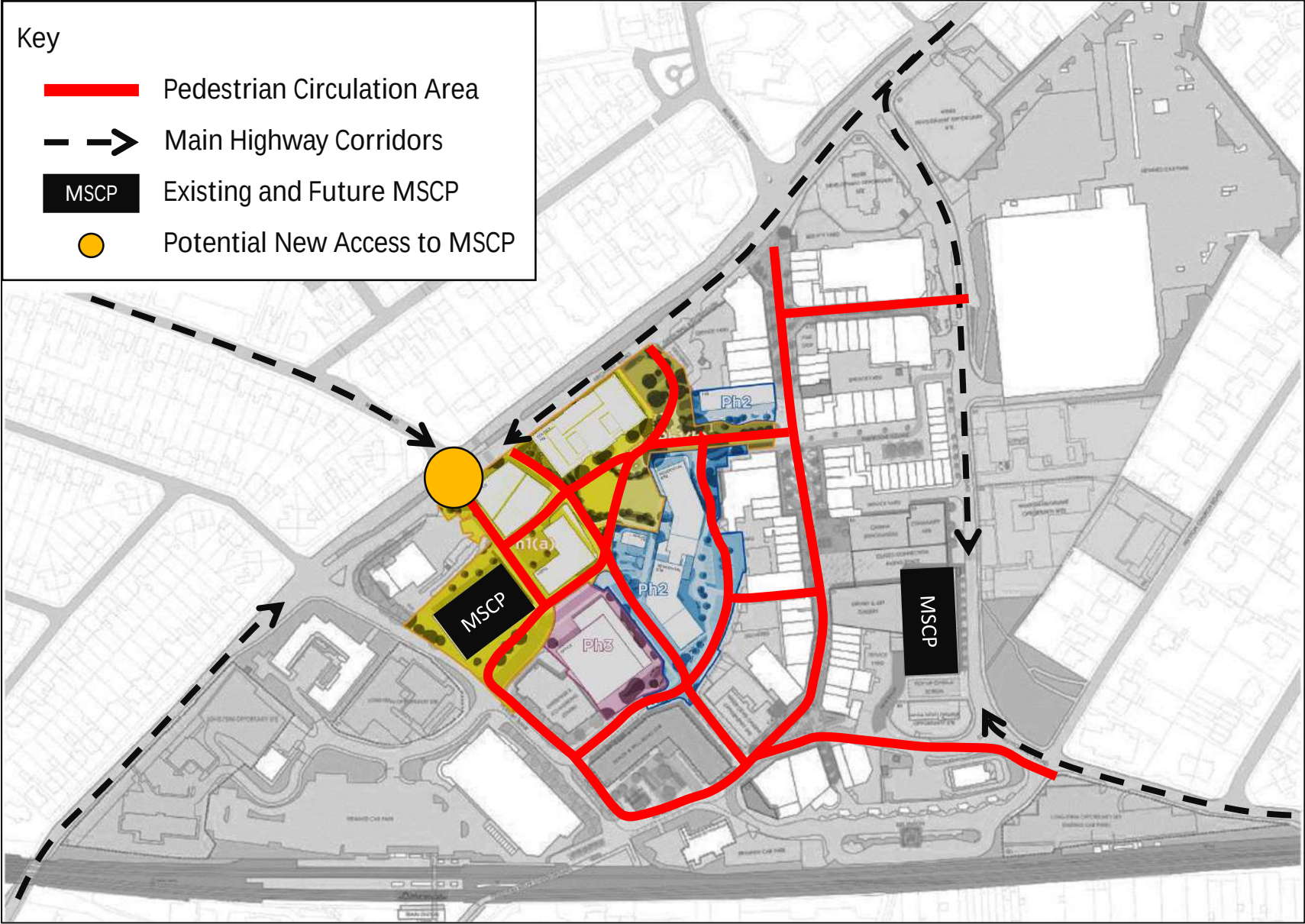
Of these 975 vehicles parked, approximately 500 are parked in long stay parking spaces. The remaining 475 parking spaces are used for short stay parking.

These 475 short stay parking spaces experience a high turnover of vehicles, with approximately three different vehicles using the same space throughout the day.



Huyton Masterplan & Delivery Plan

Huyton Town Centre – Masterplan & Delivery Plan



Both 2018 and 2022 car parking surveys, have identified that Huyton Town Centre has the capacity for more vehicles to park than it is generally perceived.

In liaison with KMBC, the project team has identified during the various site visits and the Initial Appraisal that the current parking provision is sufficient for all existing uses as supported by the parking surveys. However, the apparent lack of available car parking spaces is caused by car park location, and the behaviour and choices of the drivers.

The Delivery Plan is the perfect opportunity to introduce a behavioural change and rebalance the parking demand across the car parks in Huyton Town Centre. To achieve this, a series of high-quality pedestrian circulation areas will have to be created and enhanced. This will provide all users with an opportunity to park their vehicles at different but appropriate locations. However, enforcement of inappropriate and non-permitted on-street parking will be required to ensure pedestrians are not affected by bad car parking habits.

Routing & Accessibility

Routing & Accessibility

Purpose and Site Locations

For the purpose of assessing vehicle routing to the sites and accessibility from the sites on foot to the wider town centre, the previous list of 38 car parks has been condensed into a shorter list of nine zones that cover the study area locations. These locations are shown in Table 3.

These new nine locations (A-I) represent the most likely geographies in the town centre where we would expect that future car parking provisions in Huyton may be retained, enhanced or expanded. The assessment, therefore, helps to inform where investment might be made in car parking in Huyton in the future. Aligning with the Delivery Plan by starting to explore the relative merits of each of these areas from a vehicle routing and pedestrian accessibility perspective.

For each assessment area, the shortest and quickest journey times into the area from key access routes have been explored, as well as looking at how far across the town centre a pedestrian walking at a typical speed could reach in a 10 minute walk from the area.

Area	Area Name	Sites Included
A	Archway Road Car Park	Archway Road
		Archway Road (Brown Zone)
		KMBC Front Visitors
		UKPC Car Park
B	Library	Library (Red Zone)
		Yorkon (Green Zone)
		Municipal Offices Members
C	Asda Car Park	Asda Car Park
D	Club 3000 Bingo Car Park	Club 3000 Bingo Car Park
E	Cavendish Walk Car Park	Cavendish Walk Car Park
F	Huyton Hey Car Park	Huyton Hey Car Park
G	McDonalds Car Park	McDonalds Car Park
H	Huyton MSCP	Huyton MSCP
I	Nutgrove Villa	Nutgrove Villa

Table 3 – Study Area Locations



Routing & Accessibility

Archway Road (North) Car Park

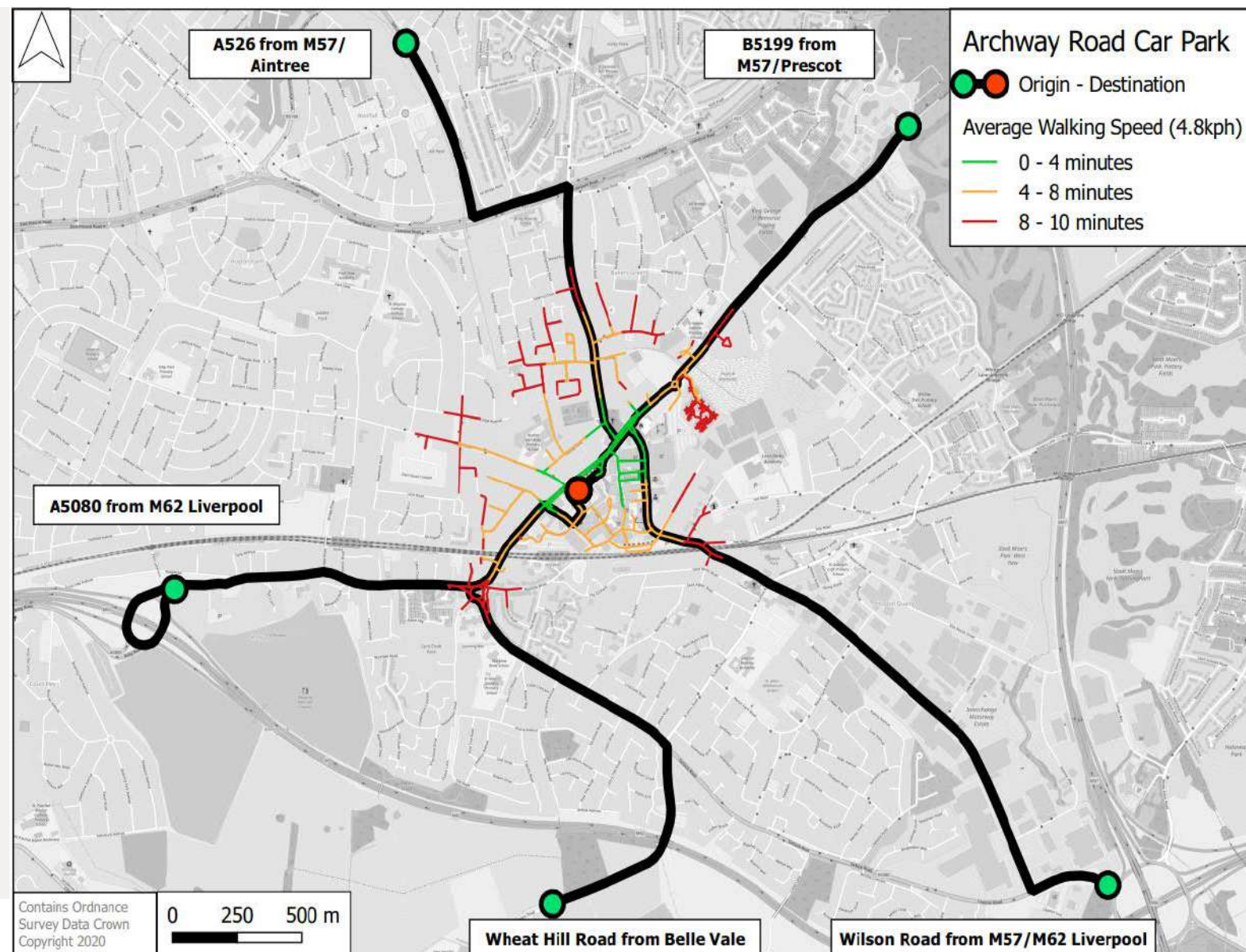
The plan shown considers accessibility to the Archway Road Car Park area, covering the existing Archway Road, Archway Road (Brown Zone), KMBC Front Visitors and the UKPC car parks. This accounts for 165 spaces in the town centre.

The location of this area is to the west of the study area, with accessibility via foot to the northeast of the town centre within a 4-minute walk. From these car parks, the entirety of the study area is walkable within a maximum of eight minutes.

This site is accessible by car from Archway Road from the north east, north and west. It is the first car parking site that visitors from these locations will come across when travelling to Huyton Town Centre. The site is also accessible from the south and south east, with vehicles having to travel through the town centre along Lathom Road.

The Archway Road corridor is used by vehicles travelling between Prescott and Liverpool via the M62 Junction 5. This road has a relatively high traffic flow, and this car parking site is commonly known among local residents and frequent visitors. It is possibly the first major car parking site that locals think of when considering where to park in Huyton Town Centre.

This site is currently listed for development within the Delivery Plan. It has the potential for the various car parks to be consolidated into a more efficient layout, with good vehicular access from a popular route through Huyton.



Routing & Accessibility

Archway Road (South/Library) Car Park

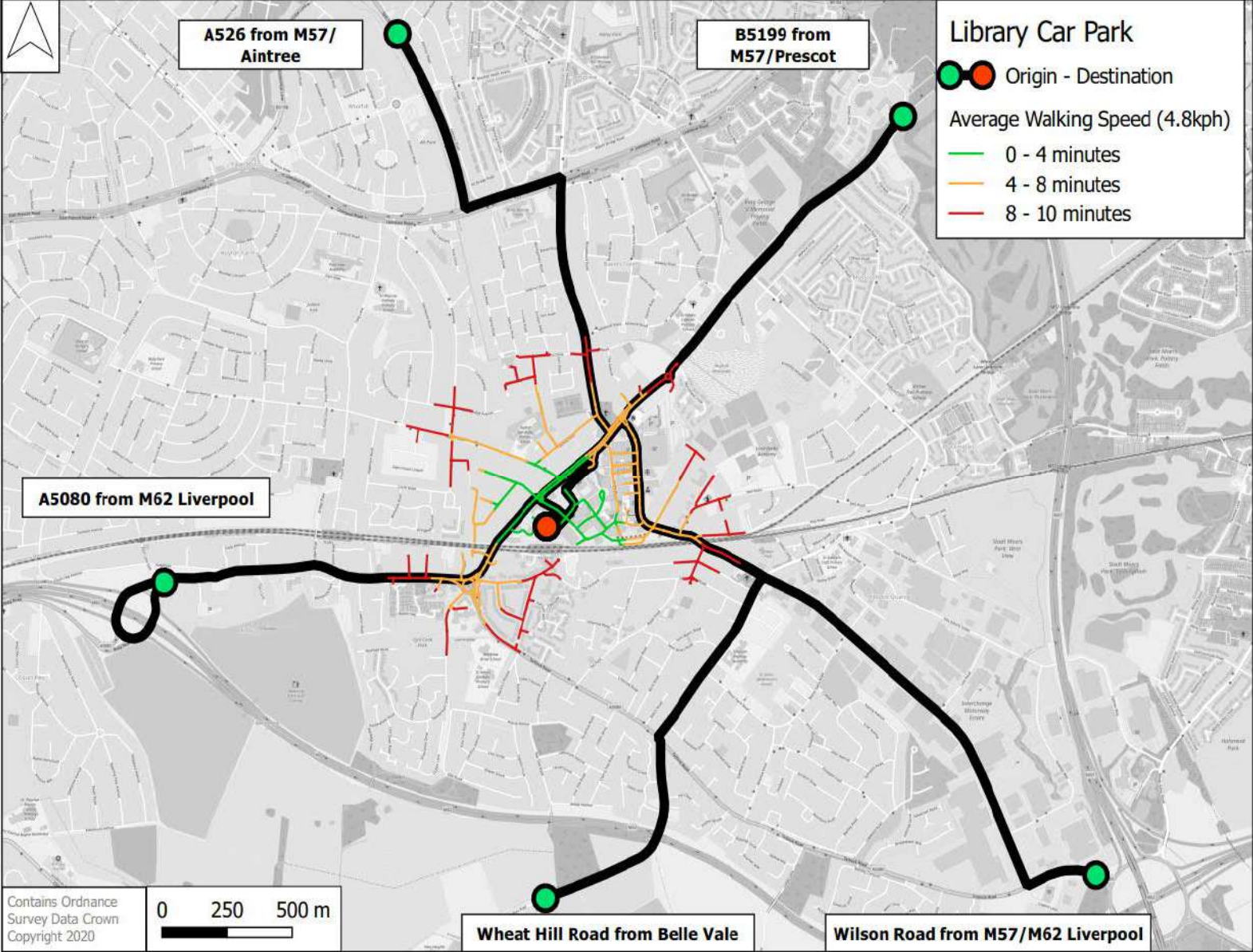
The plan shown considers accessibility to the southern half of the existing Archway Road Car Park, covering the existing Archway Road Library (Red Zone), Yorkon (Green) and Municipal Offices Member car parks. This accounts for 194 spaces in the town centre.

The location of this area is to the west of the study area, with accessibility via foot to the southeast of the town centre within a 4-minute walk. From this area, the entirety of the study area is walkable within a maximum of eight minutes.

This site is accessible by car from Poplar Bank and Archway Road from the north, north east and west. The site is also accessible from the south and south east, with vehicles having to travel through the town centre along Lathom Road.

The main access to the site is off Poplar Bank, a minor road off Archway Road at a signalised junction. Historically, this car parking site was for permit holders only and library users. The general public can now use it too. The car park has less visibility from Archway Road due to the Asda Petrol Station and is in an ideal location for pedestrian access to Derby Road.

This site is currently listed for development within the Delivery Plan. It has the potential for the various car parks to be consolidated into a more efficient layout, with good vehicular access to a popular route through Huyton.



Routing & Accessibility

ASDA Supercentre Car Park

The plan shown considers accessibility to the Asda Supercentre Car Park. This accounts for 827 spaces in the town centre.

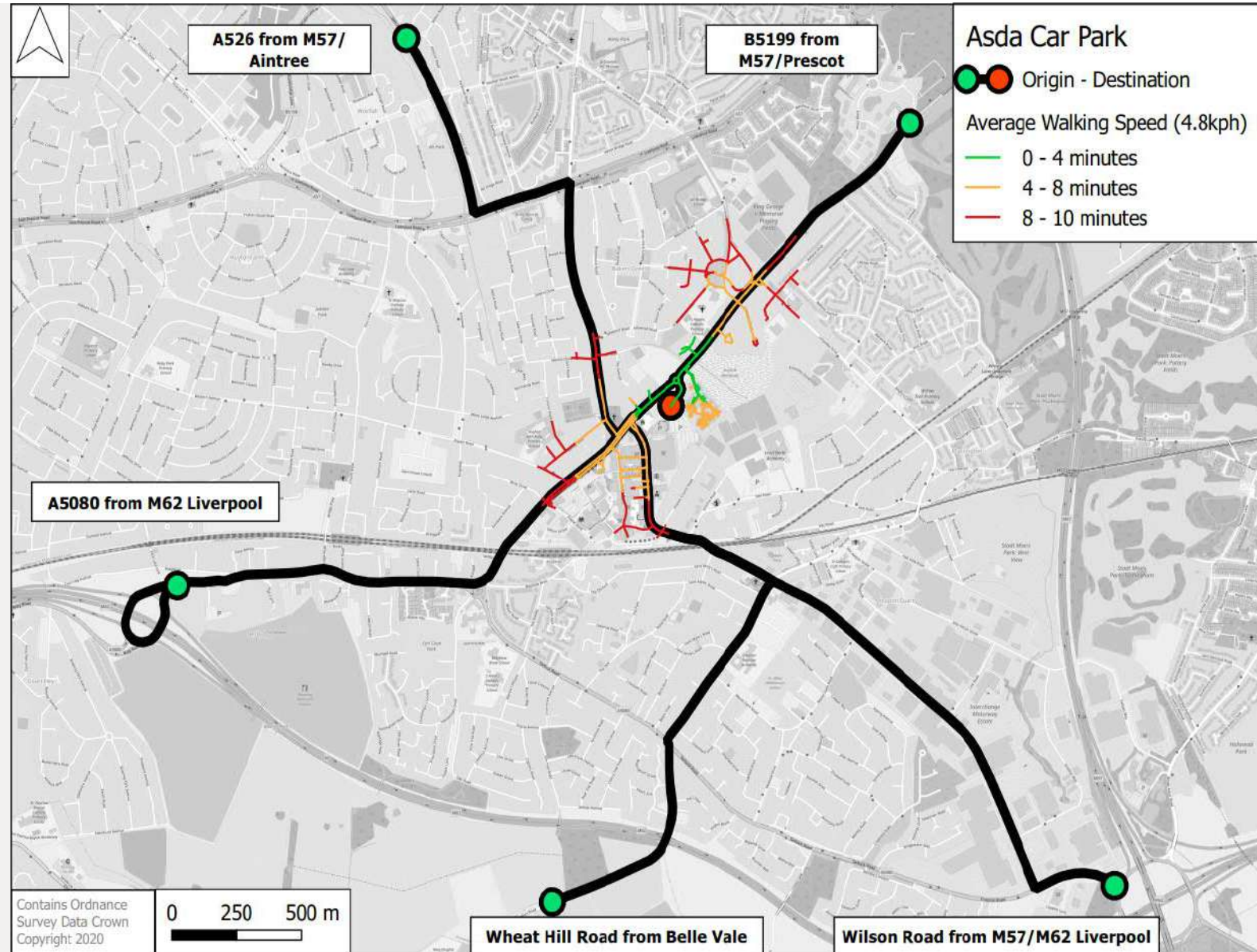
The location of this site is to the north-east of the study area, and has easy access to Huyton Town Centre via a number of pedestrian routes. Most notably, the northern half of the town centre is accessible within a 4/8-minute walk across Lanthom Road.

The site is accessible by vehicle via a 3-arm roundabout junction off Huyton Lane. This car park is accessible for traffic travelling to Huyton from the north and north east. Vehicles travelling from the south would typically travel through the town centre to this destination.

This car park is a customer-only car park with a maximum stay of three hours. However, site observations and local knowledge suggest that a portion of Huyton visitors park in this car park and walk into the town centre via the pedestrian crossing on Lathom Road.

Those who park in ASDA but walk to the town centre are likely to do so as it is more convenient for multi-purpose visits (i.e. shop in ASDA and visit shops in the town centre). A constraint to this is that unless enforcements are in place, this behaviour has the potential to undermine any proposed car park schemes and parking charges in the town centre.

This represents a risk to KMBC as the site sits on private ownership and control, who may introduce further enforcement that could result in an additional parking demand on KMBC-controlled car parks.



Routing & Accessibility

Club 3000 Bingo

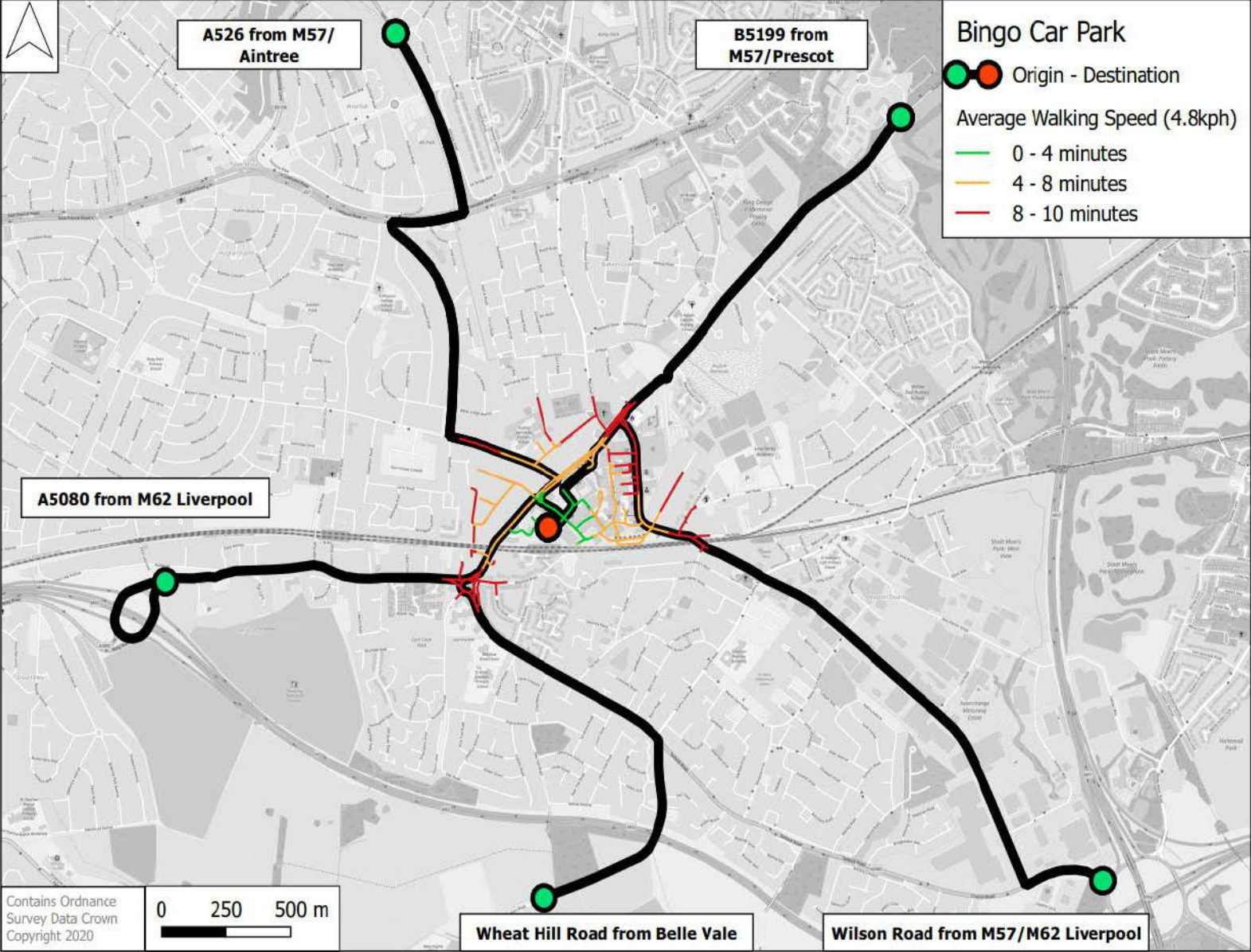
The plan shown considers accessibility to the current Club 3000 Bingo Car Park to the south west of the study area. This accounts for 240 spaces in the town centre.

The site is located within an 8-minute walk to Derby Road, and the entirety of the study area is walkable within 10 minutes.

The site sits on the south western side of the town centre, making it an ideal location for attracting visitors with easy access to the high street and other amenities. The location of the site is also desirable for access to the existing public transport infrastructure in Huyton.

It is currently operating as a free bingo customer car park, with charges for other visitors. The site would benefit from increased signage to make the visitors more aware of its location, as it is not directly linked with a major road despite its close proximity to Archway Road. Additionally, the car park is not visible from any of the key routes around the town centre, meaning that visitors who are new to the area may not be aware of its existence and that it is not a customer-only car park.

If parking intensification was to be considered at this location, it would benefit from improved access to Archway Road to increase awareness of the car park and intercept visiting traffic that uses this busy route. However, this car park represents a risk to KMBC as the site sits on private ownership and control.



Routing & Accessibility Cavendish Walk Car Park

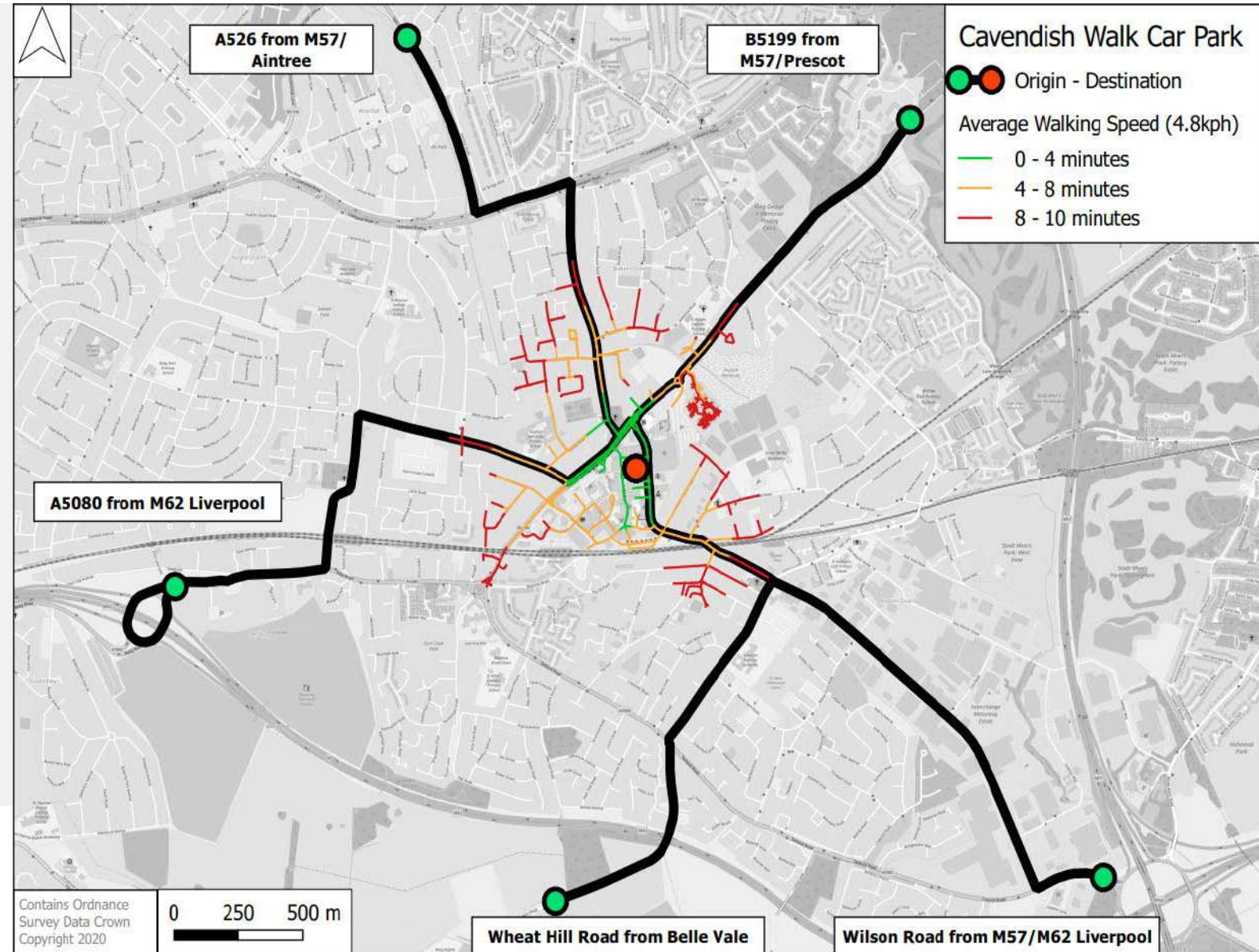
The plan shown considers accessibility to the current underground Cavendish Walk Car Park, located towards the north east of the study area. This accounts for 70 spaces in the town centre.

This site is located in a good location to the town centre, with Derby Road within a 4-minute walk. The entirety of the study area is walkable within eight minutes from the car park.

The car park is accessible from the northern end of Lathom Road via a slope to the underground car park. This area of Lathom Road experiences a high volume of footfall due to its proximity to the town centre and the Asda Supercentre. The car park benefits from good pedestrian access into the town centre and clear wayfinding to the high street.

The location of this site has the potential to intercept a large volume of traffic travelling north-south through Lathom Road, a key route for buses which are heading to or from the bus station further south of the car park.

Intensification of parking at this site may cause a large increase of vehicular traffic on Lathom Road, which is already a busy and key route in and out of Huyton. Due to the structure of the site, any radical changes to the layout of the car park would likely be costly and cause disruption to the town centre.



Routing & Accessibility

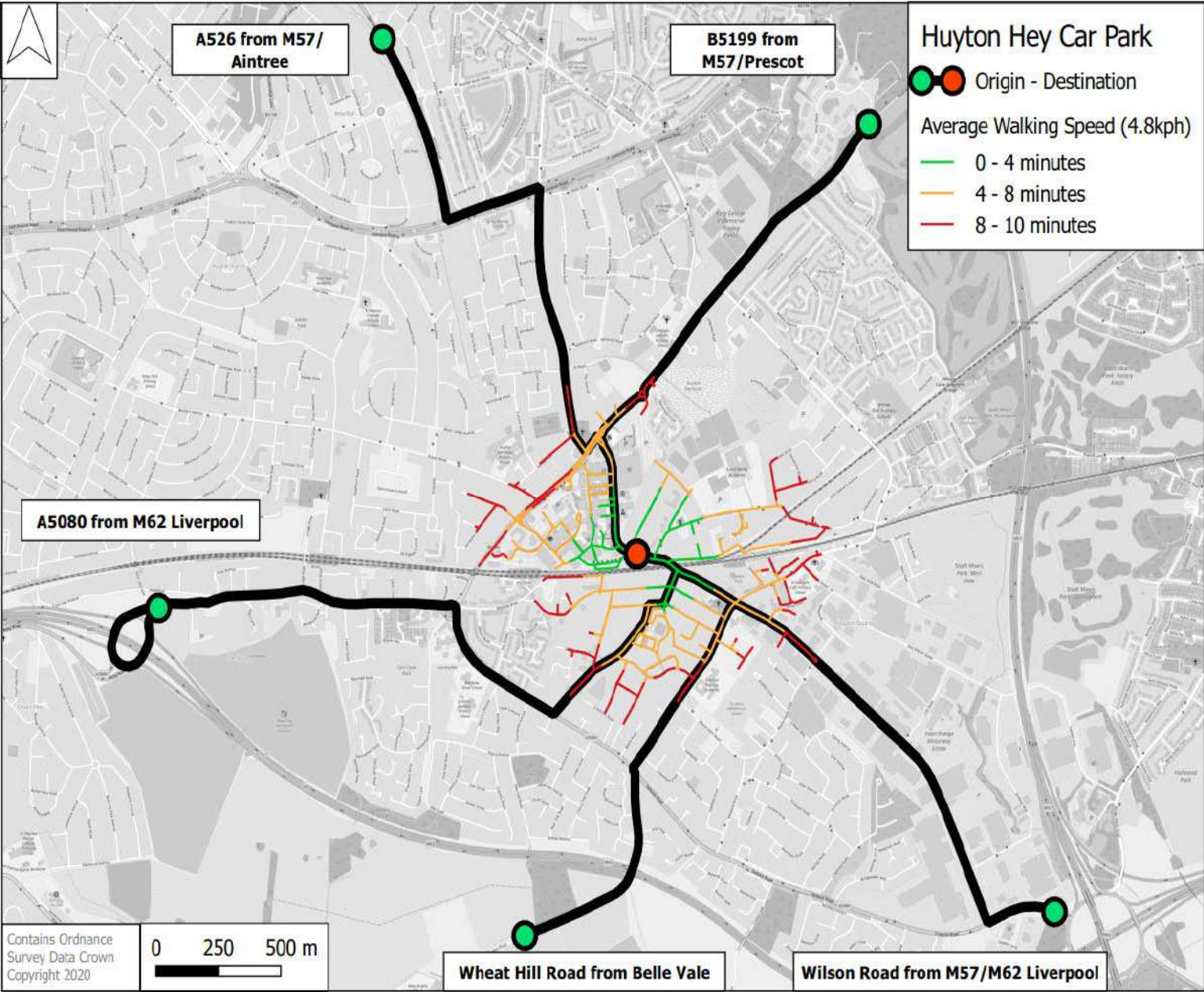
Huyton Hey Car Park

The plan shown considers accessibility to the current Huyton Hey Car Park (and McDonalds), located towards the east of the study area. This accounts for 117 spaces in the town centre.

The south of Huyton Town Centre, including Derby Road is accessible within a 4-minute walk from this car park. Whereas the entirety of the study area is walkable from the car park within eight minutes.

This is a popular car park and is predominantly used by vehicles travelling from the south and south east, as this is the first major car park that vehicles would come across when travelling to Huyton from these directions.

The site is in an ideal location for an enhanced car park as it is located on the periphery of the town centre. It has good linkages with areas to the south of Huyton, meaning the only significant additional traffic the car park would cause is vehicles from the north. It is possible that a vehicular access route connecting Poplar Bank and Huyton Hey Road could improve wayfinding to the car park from the north, without increased demand on Lathom Road. However, this would result in an increase of traffic at the core of the town centre.



Routing & Accessibility

Huyton MSCP

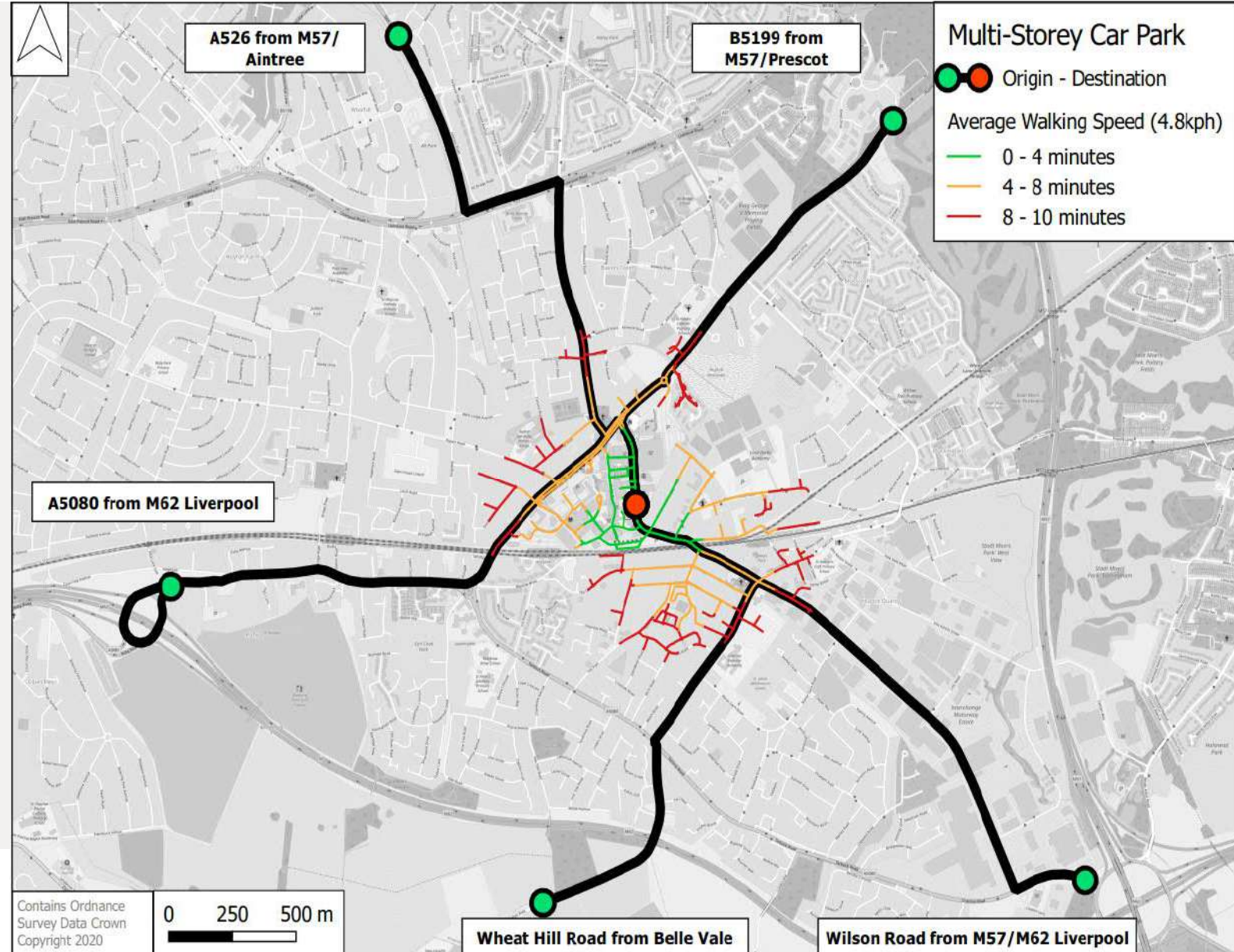
The plan shown considers accessibility to the current Huyton Multi-Storey Car Park, located to the east of the study area. This accounts for 263 spaces in the town centre.

The site is located within a 4-minute walk to the high street in Huyton Town Centre, as well as the bus interchange and the Asda Supercentre. The entirety of the study area is walkable within eight minutes from this site.

The car park has fallen into disrepair over the years and is considered an eyesore to Huyton by the local community. Furthermore, it is very underutilised due to its condition and better alternatives available. However, it is located at the most prime location off Lathom Road to intercept north-south travelling traffic.

The car park makes up the upper decks of the structure, as the bottom floor was previously an in-shops with access to Derby Road. The interior of the structure is outdated and in maintenance need, causing many people to not use the car park because its poor safety perception and attractiveness.

The access to the car park is provided by a ramp on Lathom Road, however, the entrance is not well signed and difficult to locate when driving past. Improved aesthetics, maintenance and wayfinding could revive this car park into an attractive feasible option for enhanced parking provision in the town centre. There is a need for improved pedestrian access into town centre as the in-shops area is outdated and in poor state.



Huyton Masterplan & Delivery Plan – Existing & Proposed Development Scenarios

Huyton Masterplan & Delivery Plan

Huyton Town Centre – Masterplan & Delivery Plan

The Huyton Village Centre Masterplan Supplementary Planning Document was adopted in 2017, which set out an initial case and strategy for intervention within the town centre. The masterplan provides a strategic framework in which more detailed proposals were developed from.

The purpose of the Delivery Plan, produced in October 2020, is to provide a cohesive programme of development and investment activity within Huyton Town Centre and turn KMBC's ambition into a viable and compelling commercially deliverable proposition.

The study boundary of this parking study and the Delivery Plan masterplan boundary are almost identical to ensure the same geographical area is considered. The Delivery Plan splits the study area into three different sections, forming;

- 1) Council Civil Campus Area;
- 2) MSCP and Former In-shops; and
- 3) Huyton Railway Station Gateway.

Delivery Plan & Outline Scheme Design – Huyton Village Centre - October 2020



Huyton Masterplan & Delivery Plan

Huyton Town Centre – Masterplan & Delivery Plan

Since the appointment of the development partner (Genr8 Kajima Regeneration Joint Venture) in June 2022, extensive work has been undertaken to refine the Delivery Plan proposals.

To date, these comprise the following phases and land uses for the Council Civil Campus Area, also referred as the Council HQ area:

- Phase 1
 - i. Council Office (80,000 sqft)
 - ii. New Office (44,000 sqft)
 - iii. Hotel (140 beds + 50 parking spaces)
 - iv. New MSCP (450-650 parking spaces)
- Phase 2
 - i. Residential (186 buy-to-let units)
- Phase 3
 - i. New Office (85,000 sqft)

Additionally, the MSCP and Former In-Shops area would either be retained or redeveloped into a new retail space comprising 15,000 sqft, providing 140 customer-only parking spaces.

The Huyton Railway Station Gateway does not form part of the latest Delivery Plan proposals.



Huyton Masterplan & Delivery Plan

Huyton Town Centre – Masterplan & Delivery Plan

Considering the latest development proposals arising from the Delivery Plan, the following different scenarios have been agreed and analysed as part of this study.

1. MSCP retained
 - a) Phase 1
 - b) Phase 1, 2 and 3
2. MSCP redeveloped into a new retail space
 - a) Phase 1
 - b) Phase 1, 2 and 3

Furthermore, four additional sub-scenarios have been developed to take into account the KMBC future working trends and associated car parking demand.

3. Number of KMBC employees working at the Council HQ on an average weekday
 - a) Current (294 on the week of the parking survey)
 - b) 600

This results in a total of eight scenarios reporting the total future car parking demand and provision required.



Huyton Masterplan & Delivery Plan

Development Scenario – Parking Demand Methodology

The methodology followed to derive the future car parking demand and provision required is summarised in the table shown to the right.

It should be noted that this table refers to publicly available car parking, and those car parks associated to the Council HQ. As seen in the Initial Appraisal, the total car parking provision within the study area is 2,476. However, this includes multiple private car parks and unofficial on-street parking that is widely used as short stay car parking.

Therefore, it is assumed that car parking restrictions will be enforced in the future, and that only official car parking locations could be used for parking (1,063 spaces).

For the parking demand arising from the Council HQ, the method of travel to work (QS701EW) has been used to derive the modal share from census data. This shows that 61% of commuters drive to work into Huyton town centre.

Additionally, the assessment has taken into account the total car parking provision, and has split these into short and long stay to maximise the outcomes of the study. This provides an opportunity for KMBC to explore different commercial mechanisms.

It is assumed that the parking demand generated by the new retail space would be accommodated within the new retail space customers-only car park.

Parking Demand Methodology	
Existing Car Parking Provision in Huyton Town Centre	This is the quantum (1,063) of all existing public and Council HQ car parks available within the study area.
Current Car Parking Demand	This is the current peak hour car parking demand reported in the 2022 car parking surveys (670 spaces at 63% peak demand).
Car Parking Spaces Lost	This is the quantum of existing public and Council HQ car parking spaces lost as a result of the Delivery Plan proposals. (Different for each scenario)
Car Parking Spaces Gained	This is the quantum of public and Council HQ car parking spaces gained as a result of the Delivery Plan proposals.
Future Car Parking Provision After Masterplan	This is the future public and Council HQ car parking provision as a result of the Delivery Plan proposals
Development Car Parking Demand	This is the assumed peak hour public and Council HQ parking demand for those land uses within the Delivery Plan proposals. This is derived from a combination of KMBC parking standards and TRICS analysis.
Future Car Parking Demand	This is the future peak hour public and Council HQ car parking demand within the study area, including existing and future land uses.
Future Car Parking Spaces Required	This is the quantum of public and Council HQ car parking spaces required to meet the future peak hour car parking demand.

Huyton Masterplan & Delivery Plan

Development Scenario – Parking Demand

The table and graph present the need for additional parking provision for each of the scenarios assessed. This is based on a new multi-storey car park with capacity for 450 spaces.

A negative figure means that there would be sufficient parking provision. A positive figure means that there would not be sufficient parking provision, and therefore, additional parking provision would be required.

- MSCP retained
 - Phase 1
 - Phase 1, 2 and 3
- MSCP redeveloped into a new retail space
 - Phase 1
 - Phase 1, 2 and 3

Option 1a would result in sufficient parking provision being available across Huyton Town Centre. Whereas the demolition of the existing multi-storey car park, and the development of the Council HQ Phase 2 and 3 would result in additional parking provision being required.

More detailed analysis is presented in the summary section of this chapter.

Council Employees working from the HQ	Car Parking Spaces Available			
	1a	1b	2a	2b
Current	-385	2	-78	309
600	-201	186	106	493

Different MSCP provision

$$D = A - (M - 450)$$

D = New parking demand
A = Demand shown in the table above (different for each scenario)
M = Number of parking spaces for the new MSCP
450 = Proposed new MSCP capacity

Different Council HQ Employee figure

$$D = ((E - 294) \times 0.61) + A$$

D = New parking demand
E = Number of Council employees working from the HQ
250 = Current average number of Council employees working from the HQ
0.61 = Car driver modal share
A = Demand shown in the table above (different for each scenario)

Huyton Masterplan & Delivery Plan

Development Scenario – Summary

The analysis shown in the table above demonstrates that the redevelopment of the existing MSCP into a new retail space has the biggest impact on the parking capacity across Huyton Town Centre.

Given the current post-Covid travel patterns, it is difficult to predict how often KMBC employees would travel to the HQ in the future. Based on the assumption that the KMBC employee numbers would increase to circa 600 employees working from the office per average weekday, the different scenarios assessed would result in a total parking demand of 965 and 1,302. In contrast to the the current parking demand across the publicly accessible car parks (670) for a total parking provision of 1,063 spaces

The future parking provision would vary depending on the development proposals brought forward. However, the table shows how a 450-650 spaces new MSCP would provide sufficient parking provision for all scenarios but Option 2B, where the loss of the existing MSCP and full implementation of the Delivery Plan would result in a peak demand of circa 293 more parking spaces than those available for a new 650-spaces MSCP.

An alternative for 2b would be to deliver a slightly bigger MSCP with circa 750 spaces (or two smaller MSCP), which would result in a future parking provision of 1,109 parking spaces, and the implementation of good Travel Plans across the Delivery Plan residential and office developments to reduce the parking demand to match the future car parking provision.

The short stay demand should remain very similar to the existing situation, with a peak of circa 475 spaces required across all scenarios as the development proposals would generate minimal short stay parking demand.

	1a (450 MSCP)	1b (650 MSCP)	2a (550 MSCP)	2b (650 MSCP)
Future Provision	1,166	1,316	959	1,009
Future Demand	965	1,302	965	1,302
Long Stay Demand	490	827	490	827
Short Stay Demand	475	475	475	475

With regards to the Hotel parking demand, it has been agreed that the proposed provision of 50 spaces is acceptable for daytime. However, up to 90 additional parking spaces may be required overnight, where lower demand is experienced. Therefore, it is suggested that a portion of the new MSCP can be used by Hotel users at evening and night times.

Given the high sustainability credentials of Huyton Town Centre, it has been agreed a car parking space rate of 0.75 per residential dwelling, in line with the 0.5 and 1.0 from the KMBC parking standards.

It is assumed that the parking demand arising from the new retail space would be accommodated within the 140-spaces private car park. However, it is recommended that good pedestrian links from this car park into the town centre are created to encourage linked trips across Huyton.

Summary & Next Steps

Summary and Next Steps

Summary

The Huyton Parking Study develops the thinking on parking in Huyton Town Centre before and after the development of the proposed Huyton Village Centre Delivery Plan. The study explores the parking demand and considers the accessibility to each car park.

Study Overview

The purpose of this report is to assess the current and future parking provision in Huyton Town Centre, and the potential impact on parking of the Huyton Village Centre Delivery Plan. Numerous publicly and privately owned car parks exist within the town centre. Many of these are often overlooked by visitors for more 'convenience-driven' parking locations. Huyton also has an existing multi-storey car park, that has fallen into disrepair and is now considered by many as an eye-sore to the town. The primary focus of this report is to analyse the parking provision in the town centre before and after the delivery plan will have been implemented.

Initial Appraisal

A bespoke study boundary has been derived with consultation from KMBC to ensure the key identified areas of focus were captured. The study boundary shown covers the extent of the proposed development areas within the delivery plan, whilst also ensuring all the key car parks in close proximity to the town centre are included. An initial appraisal of all town centre parking locations within the study area has been undertaken against key criteria, including car park size, location, ownership and access. . The 2018 survey results reported that on average, the major car parks in Huyton Town Centre were underutilised, with most of them at less than 50% capacity on average. To understand if the baseline situation remains, a further car parking survey has been undertaken in May 2022.

The results of the 2022 ANPR parking survey show that whilst there is a conception that parking in Huyton is near full capacity, sufficient parking provision is available across the whole town centre on any given day of the week, with an average parking occupancy on weekdays of circa 59% (975 vehicles parked) between 9am and 3pm. Of these 975 vehicles parked, approximately 500 are parked in long stay parking spaces. The remaining 475 parking spaces are used for short stay parking. These 475 short stay parking spaces experiences a high turnover of vehicles, with approximately three different vehicles using the same space throughout the day.

Both 2018 and 2022 car parking surveys, have identified that Huyton Town Centre has the capacity for more vehicles than it is generally perceived. The Delivery Plan is the perfect opportunity to introduce a behaviour change and rebalance the parking demand across the future car parks in Huyton Town Centre. To achieve this, a series of high-quality pedestrian circulation areas will have to be created and enhanced. This will provide all users with an opportunity to park their vehicles at different, but appropriate locations. However, enforcement of inappropriate and not permitted on-street parking will be required to ensure pedestrians are not affected by bad car parking habits.

Routing & Accessibility

A multimodal wayfinding strategy with better car parking signage for vehicles approaching the town centre would help alleviate the perceived perception of lack of parking spaces by redistributing the parking demand across various car parks. Furthermore, this will need to be accompanied by a series of safe and well used pedestrian links that form part of the public realm as part of the Delivery Plan.

Benchmarking – Multi-Storey Car Park



Future Ready MSCP Concept, Bordeaux (France)



Retrofitted Millgate Shopping Centre Car Park, Bury



Proposed Car Park, Sunderland



Victoria St, Liverpool



The Lexicon, Bracknell

Summary and Next Steps

Summary

Ultimately, this report attempts to piece together some of the discussion points on car parking that have emerged between KMBC, key stakeholders and consultants after the production of the Delivery Plan. The aim of this Study is to provide recommendations on how to move forward with investment in town centre car parking. The report should be read in the context of providing a first step to more detailed work over the coming months to explore key issues and opportunities for enhanced car parking in Huyton in more detail.

Huyton Masterplan & Delivery Plan

The Huyton Village Centre Masterplan Supplementary Planning Document was adopted in 2017, which set out an initial case and strategy for intervention within the town centre. The masterplan provides a strategic framework in which more detailed proposals were developed from. The purpose of the delivery plan, produced in October 2020, is to provide a cohesive programme of development and investment activity within Huyton Town Centre and turn KMBC's ambition into a viable and compelling commercially deliverable proposition.

Since the appointment of the development partner (Genr8 Kajima Regeneration Joint Venture) in June 2022, extensive work has been undertaken to refine the Delivery Plan proposals. To date, these comprise the three phases and land uses for the Council Civil Campus Area, also referred as the Council HQ are (Scenarios 1a, 1b, 2a and 2b). Furthermore, four additional sub-scenarios have been developed to take into account the Council HQ future working trends and associated car parking demand.

It is assumed that car parking restrictions will be enforced in the future, and that only official car parking locations could be used for parking (1,063 spaces). Additionally, the assessment has taken into account the total car parking provision, and has split these into short and long stay to maximise the outcomes of the study. This provides an opportunity for KMBC to explore different commercial mechanisms.

The analysis undertaken demonstrates that the redevelopment of the existing MSCP into a new retail space has the biggest impact on the parking capacity across Huyton Town Centre. The future parking provision would vary depending on the development proposals brought forward. However, the table shows how either a 450-650 spaces MSCP would provide sufficient parking provision for all scenarios but 2b, where the loss of the existing MSCP, and full implementation of the Delivery Plan would result in a peak demand of circa 293 more parking spaces than those available.

The short stay demand should remain very similar to the existing situation as the development proposals are likely to only generate long stay parking trip. This generates a peak of circa 475 short stay parking spaces required across all scenarios.

A flexible car parking provision that can adapt to changes in long and short stay demand across the day and the week would future proof the Huyton Town Centre parking provision. From an environmental, social and cost perspective, it is recommended to limit the parking provision as much as possible. Providing the minimum parking provision for the average weekday, would result in the car parks being at 90-100% capacity. Whereas designing a car park that can cope with the peak day demand (e.g. Christmas), would result in the car parks being underutilised for most days of the year.

Bench marking – Multi-Storey Car Park



Chapel Street, Trafford (300 car park spaces and 70 apartments)



First Street Plaza (Manchester) adjacent to Q-Park Multi-Storey Car Park (yellow building)



Bourne Group



Pre-constructed National Grid Car Park, Leamington Spa (built in four weeks)

Summary and Next Steps

Next Steps

- Improve wayfinding to car parks from key road corridors;
- Enhance pedestrian connectivity from car parks to Huyton Town Centre;
- Develop a KMBC Travel Plan to promote and encourage active and sustainable travel options among employees, which would lead to a decrease in parking demand. Involving employees on the design of the Council HQ is a unique opportunity to introduce travel behaviour changes;
- Develop a Delivery Plan wide Travel Plan that starts to explore what options are available for future employment and residential land uses;
- Consider developing an EV Strategy, for which an understanding of the energy capacity is first required;
- Design a future ready MSCP that allows for flexible parking spaces and additional levels to be built on the top floors should the parking demand increase in the future;
- Explore future car parking charging regime options so that those travelling by public transport are equally treated to those travelling by car from a costing point of view.



Appendix A

Lathom Road On-Street Parking

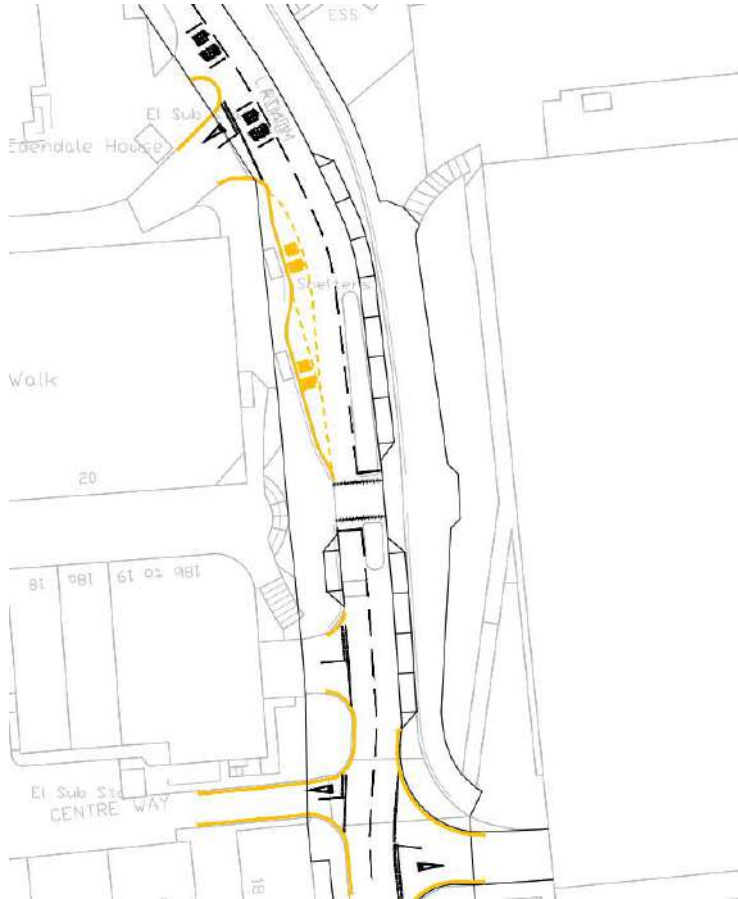
Huyton Masterplan & Delivery Plan

Proposal – Lathom Road On-Street Parking

As part of the site visits and internal meetings with KMBC, the issue of convenient parking on streets adjacent to Lathom Road was identified. Furthermore, it was observed that a significant portion of visitors park in the Asda Supercentre Car Park and walk into Huyton Town Centre via the pedestrian crossing on Lathom Road.

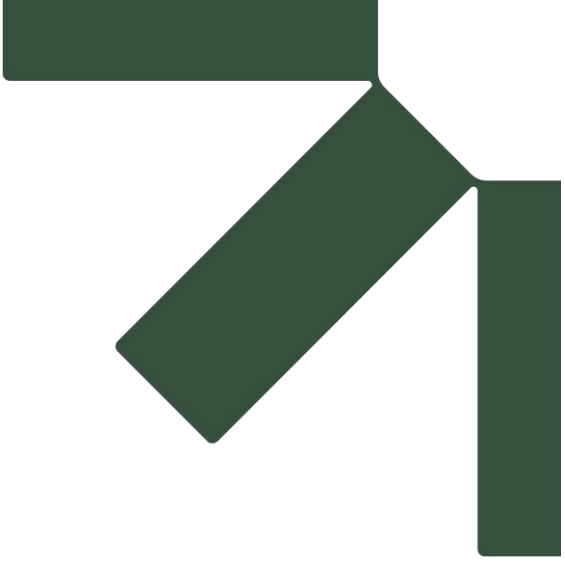
KMBC have attempted to tighten up parking restrictions at this location on a number of occasions, but have been unsuccessful in their attempts to change the behavioural characteristics of visitors who park in the area.

The proposed on-street parking option developed in this study looks to make use of the width of Lathom Road, by providing on-street parking bays on the eastern side of the road where the pedestrian footpath and available land is substantial. This parking option, with enforcements in place on Centre Way and in the ASDA car park has the potential to alleviate the convenience parking in and around this location.

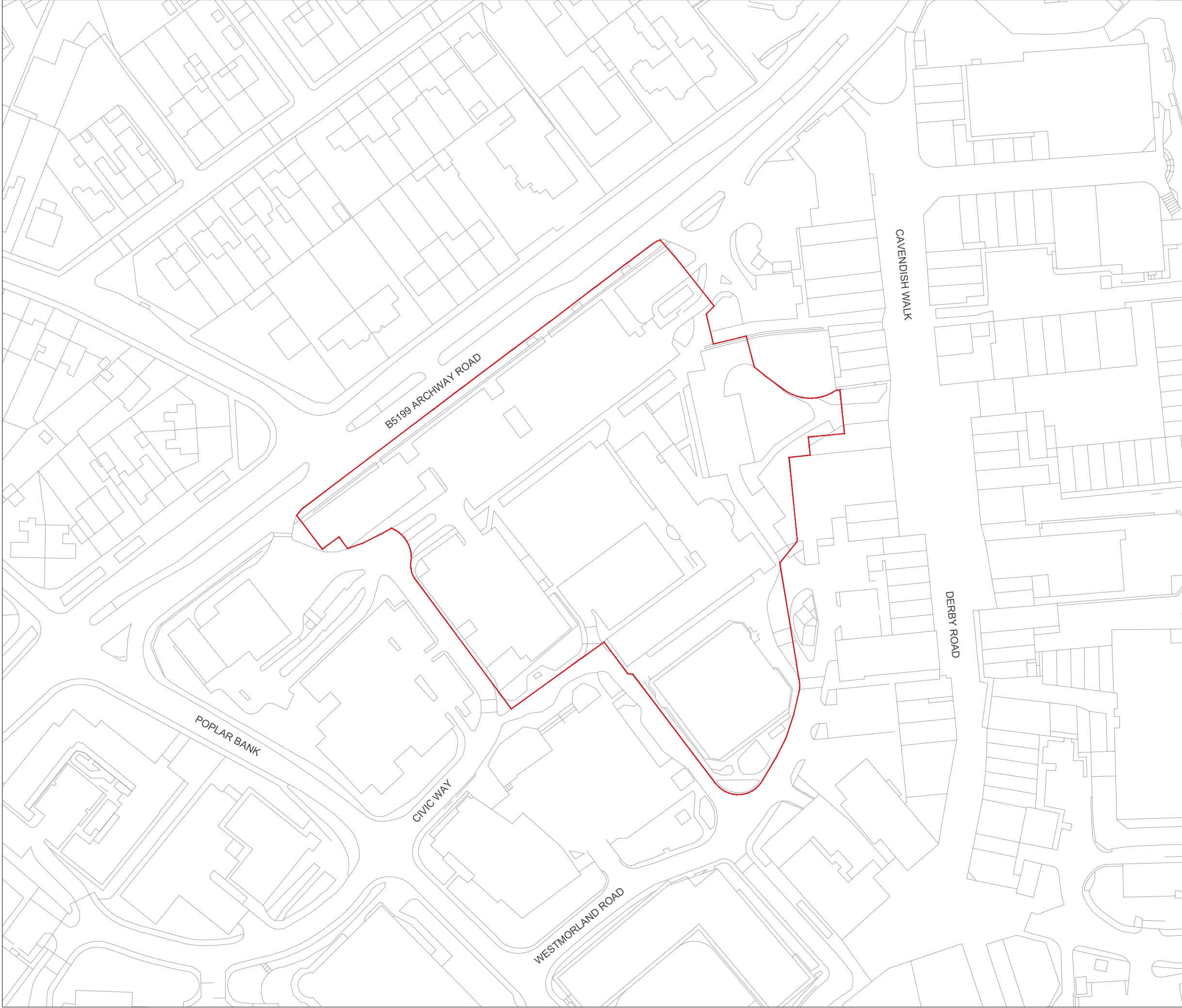


The proposed on-street parking option on Lathom Road could provide approximately 11 additional spaces in a very convenient location for short-stay visitors, which would encourage a behaviour change.





Appendix B Site Location and Enabling Works Plans



NOTES			
1. This drawing is to be read in conjunction with all other drawings and specifications. 2. Do not scale off this drawing. Written dimensions to be taken only. 3. Any discrepancies found between this drawing and other drawings and specifications in the construction documents must be referred to the Landscape Architect prior to work commencing. 4. This drawing must not be copied in whole or in part without prior written consent of Optimised Environments Ltd. 5. Survey information is based upon Survey Operations Topographical Survey drawing reference 23F247			
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Issue	Revision	Initial	Date



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Project

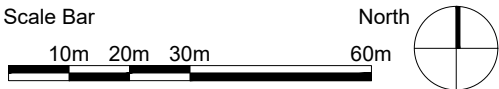
Huyton Town Centre

Huyton, Knowsley

Drawing Title

SITE LOCATION PLAN

-



Scale:	1:1250@A3	Date:	16.11.23
By:	AH	Status:	Planning
Checked:	AH	Approved:	MB

Drawing Number	Rev
M10335_0007	01

