



MADDISON DEVELOPMENTS

PROPOSED RESIDENTIAL DEVELOPMENT

THE FIRE DEPOSITORY

PARK ROAD

LIVERPOOL

Transport Statement

March 2016

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PLANS

Plan 1	Site Location
Plan 2	Pedestrian Catchment Plan

1 INTRODUCTION

1.1 Introduction

1.1.1 Croft have been instructed by Maddison Developments Limited to advise on specifically on the car parking implications relating to proposals to develop a site for residential purposes on land currently occupied by a building known as The Fire Depository at Park Road in Liverpool.

1.1.2 This report has been prepared in support of a planning application for a proposed residential development. It provides information on the traffic and transport planning aspects of the development proposals and forms supplementary information to assist in the determination of a forthcoming planning application.

1.2 Scope of Report

1.2.1 This report has been prepared to consider the proposed development in transport and highways terms in order to provide the necessary reassurance that this scheme can be developed in a sustainable manner.

1.2.2 Following this introduction, Section 2 provides a description of the existing site and the development proposals. Section 3 presents an assessment of the existing accessibility of the site by non-car modes. Section 4 discusses the car parking implications of the proposed development.

1.2.3 Section 5 considers the implementation of a Framework Travel Plan and Section 6 draws together the conclusions to this report.

2 DEVELOPMENT SITE AND PROPOSALS

2.1 Introduction

- 2.1.1 This section of the Report will describe the site and existing highway conditions and provide details of the development proposals.

2.2 Development Site and Local Highway Network

- 2.2.1 The development site is located around a mile south of Liverpool city centre. The location of the development in relation to the local area is shown in **Plan 1**. The site is occupied by The Fire Depository building which has a B2/B8 permitted use but is vacant.
- 2.2.2 The site is bordered to the north by Northumberland Street, to the east by undeveloped land, to the south by the northern end of Queensbury Street and to the west by the A561 Park Road.
- 2.2.3 The site currently has no vehicular access.

2.3 Development Proposals

- 2.3.1 The proposals would provide 26 residential apartments in the refurbished building. The main pedestrian entrance would be re-opened onto Park Road with a secondary pedestrian access onto Northumberland Street.
- 2.3.2 The proposals also include an area of covered cycle parking, providing 13 cycle spaces, and bin storage within the existing rear yard.

3 ACCESSIBILITY BY NON CAR MODES

3.1 Introduction

3.1.1 In order to accord with the aspirations of the National Planning Policy Framework (NPPF), any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

3.1.2 The presumption in favour of sustainable development is a central theme running through the framework and transport planning policies are seen as a key element of delivering sustainable development as well as contributing to wider sustainability and health objectives. To achieve these objectives, paragraph 30 states that when making decisions, local authorities should:

'Support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.'

3.1.3 One of the core principles of the NPPF is to *'actively manage patterns of growth to make the fullest use of public transport, walking and cycling and focus significant development in locations which are or can be made sustainable.'*

3.1.4 New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

3.1.5 The accessibility of the proposed development has been considered by the following modes of transport:

- Accessibility on foot;
- Accessibility by cycle;
- Accessibility by bus;
- Accessibility by rail.

3.2 Access by Foot

- 3.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.
- 3.2.2 Existing pedestrian footways of around 2 metres in width are located to the immediate north and west of the site on both sides of Northumberland Street and Park Road. These footways provide pedestrian linkages throughout the residential and retail areas of Liverpool.
- 3.2.3 Additionally, a pedestrian crossing point is situated approximately 50 metres north-west of the site on Park Road, consisting of dropped kerbs and tactile paving, which enhances safe pedestrian movement within the vicinity of the site.
- 3.2.4 Within the Institution of Highways and Transportation (IHT) document, entitled "Guidelines for Providing for Journeys on Foot", a distance of 800 metres is identified as the preferred maximum distance for town centres, whilst a distance of 2 kilometres is defined as a preferred maximum for commuting.
- 3.2.5 Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car journeys, particularly those under 2 kilometres. In addition, the DFT National Travel Survey of 2006 confirms that 78% of all trips less than a mile (1.6km) are carried out on foot.
- 3.2.6 As such, **Plan 2** shows the pedestrian catchment for 800 metres and 2 kilometres from the centre of the site and provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site.
- 3.2.7 In addition to the pedestrian catchment plan, a review of the proximity of local facilities such as pharmacies/doctor's surgeries, schools (both primary and secondary), local shops/retail outlets and leisure facilities has been undertaken. The locations of such facilities in relation to the site are also identified in Plan 2.

- 3.2.8 As can be seen, the 800m catchment includes residential areas of Toxteth and its various amenities such as Park Road Newsagents, Toxteth Tabernacle, Rowlands Pharmacy, a Tesco Express store, Admiral Street Police Station, Sayers and St John's Youth & Community Centre.
- 3.2.9 The 2 kilometre pedestrian catchment illustrates that large areas of south Liverpool can be accessed including areas such as Dingle, Princess Park and Brunswick.
- 3.2.10 Also included within the 2km catchment are a number of schools/colleges/nurseries, such as St Patricks Catholic Primary School, Holy Family Catholic Primary School, St Silas Church of England Primary School, Princes Primary School, The Belvedere Academy, Dingle Lane Children's Centre and Matthew Arnold Primary School.
- 3.2.11 Furthermore, there are a variety of retail, leisure, healthcare and community facilities located within the 2km catchment, which include Toxteth Library, Liverpool Women's Hospital, Liverpool Echo Arena, a BP Petrol Station/SPAR, a Co-operative food store and Windmill Wholefoods store.
- 3.2.12 Table 3.1 below, shows the walking distances from the centre of the site to the local retail facilities and other nearby key amenities in the vicinity of the site.

Local Amenity	Distance (metres)
Park Road Newsagents	80
Toxteth Tabernacle	100
St John's Youth & Community Centre	270
Tesco Express	520
Rowlands Pharmacy	580
Toxteth Library	970
BP Petrol Station/SPAR	1110
Co-operative food store	1780
Liverpool Echo Arena	1930
Liverpool Central Train Station	2000

Table 3.1 Distance from Site to Local Facilities

3.2.13 As can be seen in the above table, the site is located within close proximity to a number of key local amenities including primary services, as well as retail and healthcare facilities.

3.2.14 It is therefore considered that the existing pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and local destinations.

3.3 Access by Cycle

3.3.1 An alternative mode of travel to the site could be achieved by bicycle.

3.3.2 A distance of 5 kilometres is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 25 minutes based on a leisurely cycle speed of 12 kilometres per hour and would encompass Liverpool, Birkenhead, Bebington and Wavertree.

- 3.3.3 National Cycle Route 56 is situated to the east of the site, approximately 260 metres from the centre of the site. This cycle route is signed from Chester to Wallasey and via the Mersey ferry to Liverpool.
- 3.3.4 It is also worth noting that the development site is surrounded by various local cycle routes that travel into Liverpool city centre.
- 3.3.5 As part of the proposals, 13 cycle spaces will be provided.
- 3.3.6 The site can therefore be considered as being highly accessible by cycle.

3.4 **Access by Bus**

- 3.4.1 The nearest bus stops to the site are located on Park Road, Northumberland Street, Upper Warwick Street, Warwick Street and Windsor Street, with the closest bus stop being situated around 90 metres north-west of the site on Park Road. This consists of a bus shelter with seating facilities, a bus timetable with passing services shown and bus stop road markings. The location of the bus stops within 400m of the development site are shown on Plan 2.
- 3.4.2 Safe pedestrian access to the nearest bus stops to the site is provided for via the existing pedestrian footways that surround the development site.
- 3.4.3 A summary of the services available from the nearest bus stops of the development site is provided in Table 3.2 below.

Service No.	Route	Mon-Fri Frequency Per Hour				Sat	Sun
		AM Peak	Mid-day	PM Peak	Eve		
82	Garston - Liverpool	6	10	10	3	6	4
202	Dingle – West Derby	1	1	1	1	1	1
204	West Derby - Dingle	2	3	2	1	3	3

Table 3.2 Existing Bus Services Operation in the Vicinity of the Site

- 3.4.4 As can be seen from Table 3.2, the nearest bus stops to the centre of the site offer up to 14 services per hour, providing direct access into Garston, Liverpool and Dingle.
- 3.4.5 These services operate from 0628 hours in the morning until 2334 hours in the evening, proving the opportunity for residents to travel by public transport for commuting and leisure trips.
- 3.4.6 In order to demonstrate the level of accessibility some example journey times by bus are presented below Table 3.3 below.

Destination	Duration
Dingle	7 mins
Liverpool	11 mins
Garston	21 mins

Table 3.3 Example Bus Journey Times

- 3.4.7 The above table demonstrates that Liverpool is just an 11 minute bus journey from the site and Garston is a 21 minute bus journey.

3.4.8 It is therefore concluded that the proposed development site is accessible by bus.

3.5 **Access by Rail**

3.5.1 The nearest train station to the site is Brunswick train station, situated approximately 1.1 kilometres from the centre of the site, equating to a walk time of around 12 minutes.

3.5.2 It is also worth noting that Liverpool Central is located around 2 kilometres north from the site, equating to a walking time of approximately 20 minutes.

3.5.3 Brunswick train station is managed by Merseyrail and has 2 platforms, offering 8 services per hour to destinations such as Southport and Hunts Cross.

3.5.4 Additionally, Liverpool Central train station is managed by Merseyrail and has 3 platforms, which offer 31 services per hour to destinations such as Chester, Kirkby, Hunts Cross, Ormskirk, Ellesmere Port and New Brighton.

3.5.5 These services increase the opportunity for residents to travel further afield by public transport, with access to Chester train station, which in turn provide frequent services to destinations such as Manchester, Birmingham, London Euston and Crewe.

3.5.6 It is also worth noting that Brunswick train station offers 12 cycle storages spaces and 35 car parking spaces, whilst Liverpool Central benefits from shops, refreshment facilities and a ticket office, which is open every day of the week.

3.5.7 In conclusion, the proposed site can be considered as being accessible in terms of travel by rail.

3.6 **Summary**

3.6.1 The site has been considered in terms of its accessibility by non-car modes and the following conclusions can be drawn from this section of the Report:

- The site is accessible on foot;

- The site is well located to generate trips on foot and provides potential for a high degree of linked walk trips between the development and the surrounding area;
- It has been demonstrated that the site is accessible by cycle, with National Cycle Route 56 located 260 metres east of the site;
- The close proximity of bus stops on Park Road, Northumberland Street, Upper Warwick Street, Warwick Street and Windsor Street, offering services to Liverpool and Garston, demonstrates that the proposed development can be accessed by bus;
- Brunswick train station and Liverpool Central train station are both within the 2 kilometre pedestrian catchment, offering a combined total of 39 services per hour to destinations throughout the UK.

3.6.2 In light of the above, it is considered that site is highly accessible and able to cater for needs of the development's residents and visitors and assist in promoting a choice of travel modes other than the private car, as set out in NPPF.

4 TRAFFIC IMPACT ASSESSMENT

4.1 Introduction

4.1.1 Having established that the proposed development site is highly accessible by modes of transport other than the private car, the following section of the Report considers the issue of car parking demand at the site.

4.2 Car Parking

4.2.1 The zero car parking allocation for this development is considered appropriate by the applicants based on evidence from recent developments carried out in the area by the applicants and their experience of this type of residential use and is sufficient to cater for the likely demand at the site.

4.2.2 The following paragraphs demonstrate the reasons why zero car parking is felt appropriate and sets out measures that will help reduce parking demand at the site.

4.2.3 The highly accessible location of the development within this part of Liverpool suggests that there will be a far lower demand for car use as the site is located on a major bus corridor as well as being located close to the city centre and local retail centres, employment opportunities, education and health establishments and a number of parks and recreational spaces.

4.2.4 Data obtained from the 2011 Census can be analysed to assess levels of car ownership in the area, and comparisons can be drawn with neighbouring areas. This data can then be used to estimate the likely level of parking needed for the proposed development site. This site is located within the Riverside ward.

4.2.5 This data is provided along with car availability levels for the Riverside ward which this site is located in, as well for Liverpool city, the North-West region and England in Table 4.1 below:

2011 Census Data	Riverside Ward	Liverpool City	North-West Region	England
No cars/vans in household	54%	46%	28%	26%
1 car/van in household	37%	38%	43%	42%
2 cars/vans in household	8%	13%	24%	25%
3 cars/vans in household	1%	2%	5%	5%
>4 cars/vans in household	0%	1%	1%	2%

Table 4.1 Car Ownership Data (2011 Census)

- 4.2.6 As shown in Table 4.1, 54% of households in the Riverside Ward do not have access to a vehicle, which is substantially lower than the city, regional or national average. This data therefore reveals that this area has a substantially lower number of vehicles per household than even the city centre, where one would expect a much lower car ownership level.
- 4.2.7 As such, if occupation of the dwellings at the proposed development site were to follow the trends already established in the ward, then it is not considered that potential occupiers of the dwellings would be multivehicle owners, and are more likely not to own a vehicle at all.
- 4.2.8 For anyone who does own a car and for visitors, there are numerous opportunities to park on nearby streets which have no waiting restrictions such as Northumberland Street on both sides of Park Road and Queensberry Street.
- 4.2.9 As such, the car parking should be considered adequate to cater for the likely demand.

5 SMARTER TRAVEL CHOICES VIA TRAVEL PLANS

5.1 Introduction

- 5.1.1 In order to manage the travel by residents on the new development and reduce the car parking demand, the applicant could offer a Travel Plan to encourage travel to the site by non-car modes.

5.2 Travel Planning Guidance

- 5.2.1 The preparation and adoption of a Travel Plan is an important element of managing the demand for travel to all modern developments. The Department for Transport (DfT) have produced guidance on the preparation of Travel Plans. The document, entitled 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' was published in August 2009.
- 5.2.2 The guidance explains how "we often need to meet the demands of population and economic growth whilst simultaneously reducing our impact on the environment" and identifies that "The benefits of increases in sustainable travel, in particular cycling and walking, can extend beyond reduction in CO₂ emissions and climate impacts, and include tackling congestion, tackling obesity and health issues, reducing social exclusion and improving quality of life".
- 5.2.3 The document sets out an overview of the process and delivery of Travel Plans and states that "A travel plan is a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed."
- 5.2.4 The Guidance states that "Travel Plans should involve the development of agreed explicit outcomes linked to an appropriate package of measures aimed at encouraging more sustainable travel, with an emphasis on reducing single occupancy car use..." and;

“A Travel Plan should seek to establish clear outcomes to be achieved in relation to access and set out all the measures to be implemented in detail, including an action plan, timescales, targets and responsibilities for implementation, monitoring and review”.

- 5.2.5 It is made clear in the document that Travel Plans should focus on achieving the lowest practical level of single occupancy vehicle trips to or from a site and widening the use of other travel modes and assist in the wider aims of encouraging sustainable travel, improving health, reducing congestion, energy consumption and pollution. The Travel Plan, it advises, *“needs to address all the journeys that may be made to and from a site”*.
- 5.2.6 The guidance also specifies that *“It is important to note that travel planning should be developed as one of the means of delivering an area’s sustainable transport strategy. Travel Planning should feature in the policy framework and implementation programmes of Regional Spatial Strategies and Local Development Frameworks”*.
- 5.2.7 Further guidance relating specifically to residential Travel Plans is presented in the DfT document entitled *“Making Residential Travel Plans Work”* published in June 2007.
- 5.2.8 That document states that:
- “Travel Planning is one of a range of measures known as smarter choices which have been found to be effective on reducing traffic and improving accessibility in residential areas”.*
- 5.2.9 A Residential Travel Plan is a package of measures designed to reduce car use originating from new housing by supporting alternative forms of transport and reducing the need to travel, and therefore car parking demand, in the first place. They are an important tool to help deliver accessible, sustainable communities and offer clear benefits to all the parties involved – public, private and the community. They involve meeting the access needs of residents in a new way and require partnerships between developers, local authorities, local communities and new residents.

- 5.2.10 The value of travel plans in reducing car use to workplaces and schools is widely recognised and many local authorities and developers have experience in their design and implementation.
- 5.2.11 However, until recently, little attention has been given to tackling the origins of journeys from people's homes. Now, forward-thinking developers and local authorities are developing packages of smarter choices to both reduce the traffic generated by new housing developments and increasing the travel choices available to residents. These smarter choices are set out in Residential Travel Plans.

5.3 Residential Travel Plan

- 5.3.1 The objective of a Residential Travel Plan is the delivery of the objectives of the NPPF, i.e. to encourage residents to travel to work by public transport, on foot and by bicycle.
- 5.3.2 The Framework Residential Travel Plan outlines physical and management measures that are designed to achieve this objective.
- 5.3.3 However, the principle measure will consist of a Residents Travel Pack containing relevant material to promote non-car modes of travel and the provision of certain physical measures.
- 5.3.4 The Travel Pack will contain information to inform residents of the existing long-term strategy for reducing the dependence of residents and visitors on travel by private car.
- 5.3.5 A Travel Plan can be conditioned as part of any subsequent planning consent at the site.

6 CONCLUSIONS

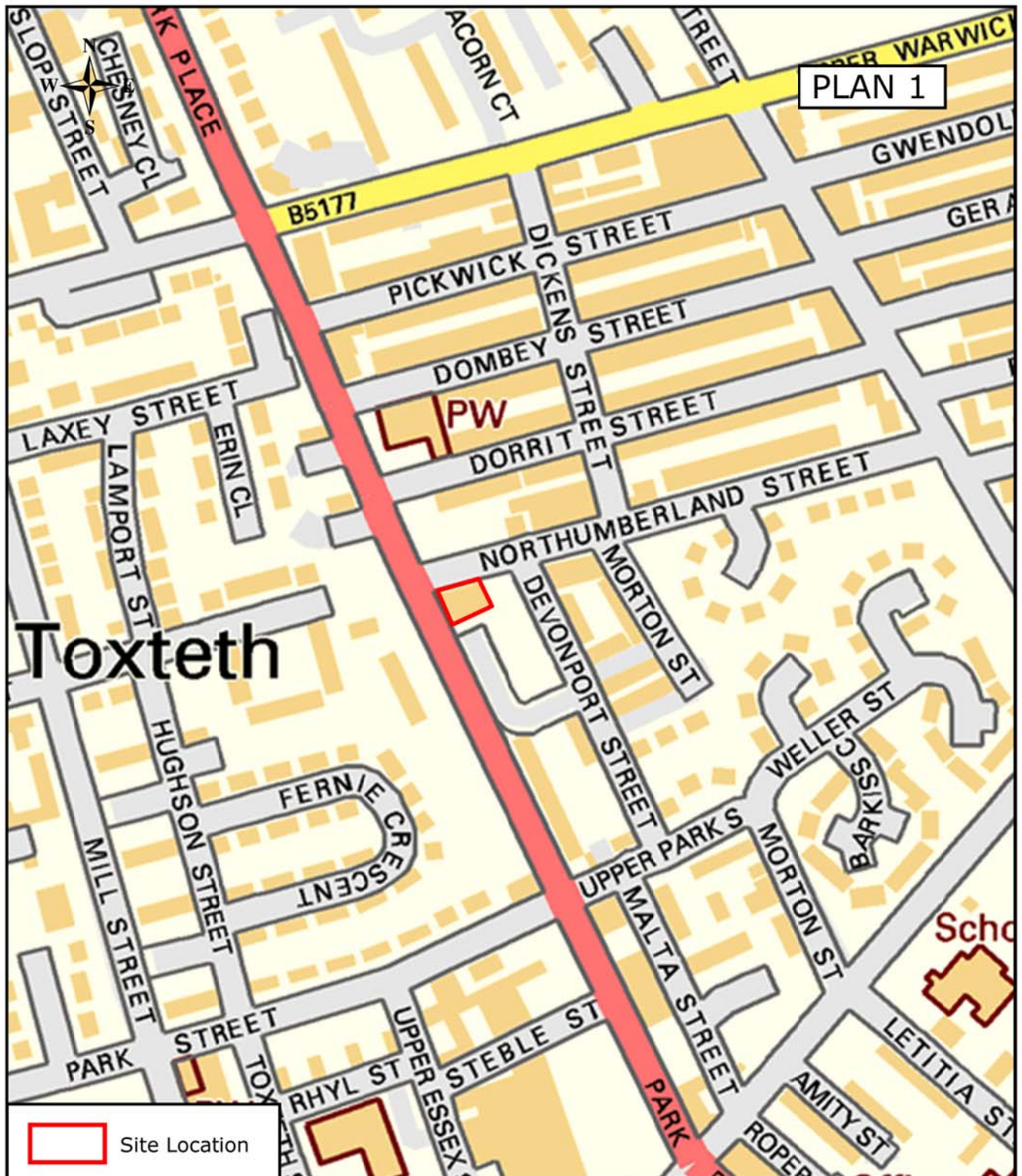
6.1.1 This report has considered the traffic and transportation issues relating to proposals to develop a site for residential purposes on land currently occupied by a building known as The Fire Depository at Park Road in Liverpool.

6.1.2 The following conclusions have been drawn with regard to the proposed development:

- The existing pedestrian infrastructure located in the vicinity of the site will enable safe pedestrian movement between the development site and the local services;
- The site benefits from being located in close proximity to the bus stops located on Park Road which provides access to a range of services that are ideally placed to cater for the needs of the residents and visitors;
- The site is located close to a range of key amenities and facilities;
- The site is also accessible by rail being located within a reasonable walk of a local rail station;
- The area surrounding the site has a lower car ownership level than the adjacent City Centre ward and a substantially lower car ownership level than the North-West region and the country as a whole;
- The proposed development can be adequately serviced in a safe and efficient manner;
- There are numerous opportunities for residents or visitors to park on surrounding roads safely.

6.1.3 Based on the above it is the conclusion of this Report that there are no material reasons why the proposed development should not be granted planning consent on highways or transportation grounds.

PLANS



MADDISON DEVELOPMENTS

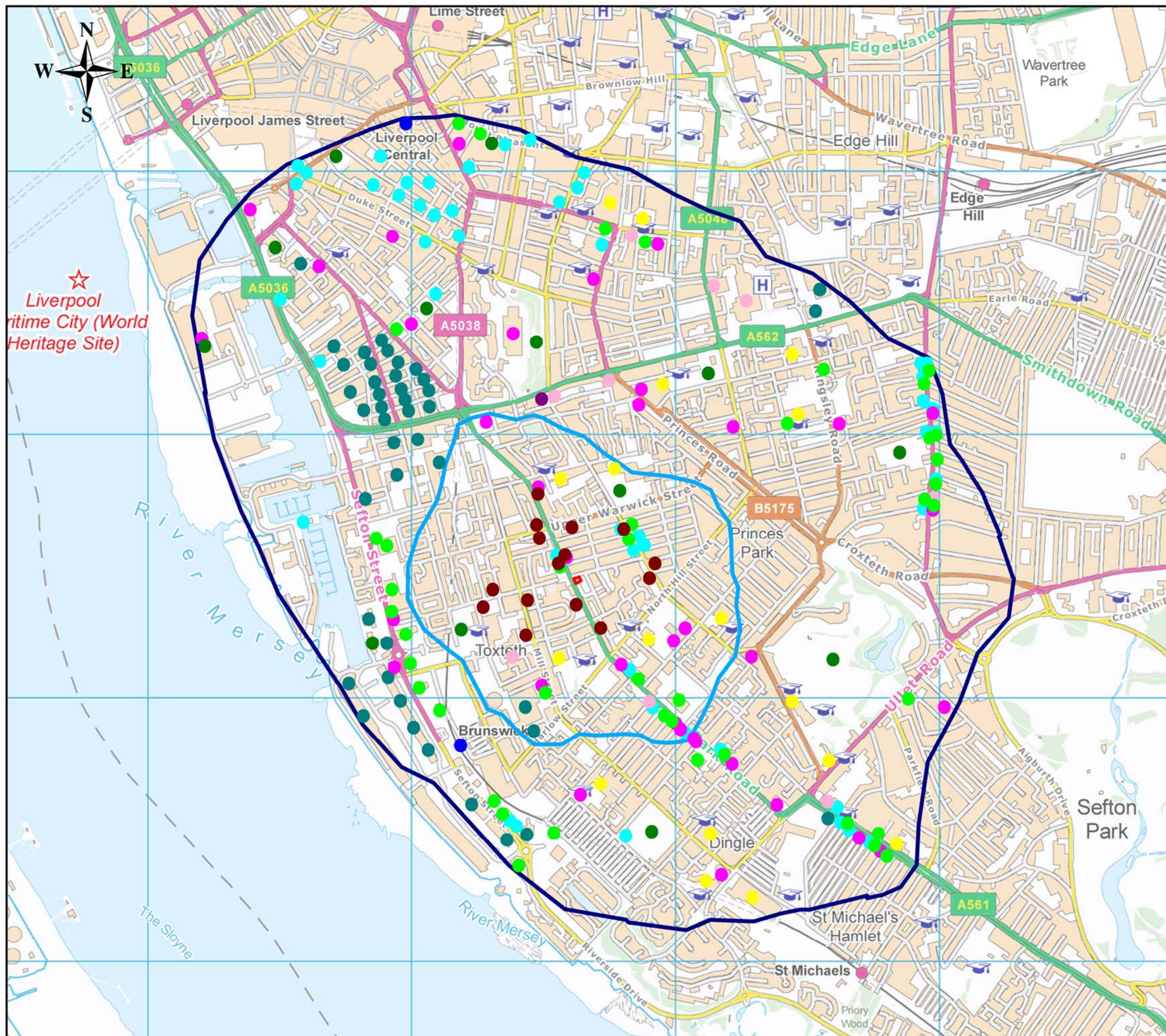
PROPOSED RESIDENTIAL DEVELOPMENT
THE FIRE DEPOSITORY, LIVERPOOL
SITE LOCATION PLAN

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NOTES

Site

800m Pedestrian Catchment

2km Pedestrian Catchment

Bus Stops within 400m

Education

Retail

Community Facilities

Healthcare/Medical

Business/Employment/Industrial

Leisure/Sport

Cafe/Takeaway/Public House

Library

Train Station

REV.	DETAILS	DRAWN	CHECKED	DATE
CLIENT: MADDISON DEVELOPMENTS				
PROJECT: PROPOSED RESIDENTIAL DEVELOPMENT THE FIRE DEPOSITORY LIVERPOOL				
DRAWING TITLE: 800M & 2KM PEDESTRIAN CATCHMENT WITH AMENITIES				
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