

Transport Assessment

Comprehensive Retail-led Regeneration of Former
Rayware Site, Speke Boulevard, Liverpool, L24 9HZ

Iceni Projects Limited on behalf of TJ
Morris Ltd

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ON BEHALF OF TJ MORRIS
LTD

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1. INTRODUCTION

1.1 Icen Projects Ltd has been appointed by TJ Morris Ltd to provide transportation advice in relation to the proposed redevelopment of the former Rayware Site, Speke Boulevard, Liverpool. The proposal seeks to redevelop the former employment site to provide a mixed use development comprising retail and employment uses and this Transport Assessment has been prepared in support of a hybrid planning application for the site. A Site Location Plan is attached at Appendix A1.

1.2 The proposal seeks a redevelopment of part of the site to provide a mix of uses comprising:

“Hybrid planning application for comprehensive retail-led regeneration comprising: demolition of existing buildings and cessation of temporary airport car parking use; full planning application for erection of 1no. flagship retail unit for Home Bargains (Class A1 non-food retail use with 30% ancillary food and drink for consumption off the premises and ancillary customer café) with associated external garden centre, 1no. building for Class A1 non-food retail use, and 1no. leisure/café/restaurant unit for Class A3 or Class D2 uses along with access and servicing arrangements, car parking, landscaping and associated highway works; outline planning application for up to 9,000 square metres of employment uses (Classes B1(c), B2 and B8) including details of access with all other matters reserved.”

1.3 The methodology used in the preparation of this Transport Assessment (TA) principally follows the National Planning Practice Guidance (NPPG) ‘Travel Plans, Transport Assessments and Statements in decision-taking’ document. Consideration has also been given to the Department for Transport’s (DfT’s) Design Manual for Roads and Bridges (DMRB) guidance documents and Manual for Streets (MfS).

1.4 The scope of this Transport Assessment was discussed with Liverpool City Council and agreement was reached on the study area, trip generation, trip distribution, committed developments, and passby/diverted trip proportions. A copy of the correspondence is included at Appendix A2.

1.5 A separate Framework Travel Plan for the site has been submitted with the planning application.

1.6 The report is arranged as follows:

- Section 2 provides a description of the existing site conditions including site use, local highway network, existing levels of public transport provision, cycling and walking;
- Section 3 provides an analysis of the Personal Injury Accident data within the study area;
- Section 4 provides a description of the proposals, including access, development type, parking and servicing;

- Section 5 provides an overview of relevant national, regional and local policies and outlines how the proposed development accords with these;
- Section 6 describes the traffic generation of the proposal, distribution and impact;
- Section 7 provides an assessment of the junctions within the study area; and
- Section 8 provides a summary and draws conclusions.

1.7 The results of this assessment clearly show that the proposed development can be adequately accommodated on the site without detriment to road capacity and safety.

2. THE SITE AND SURROUNDINGS

Site Location

- 2.1 The application site is located on the former Rayware Factory site at Speke Boulevard, Liverpool. The site is bounded to the north, east and west by employment uses and to the south by Speke Boulevard.
- 2.2 The site, which was formerly a Rayware factory, is currently occupied by a private car park operator on a short term lease agreement.
- 2.3 Access to the site is taken via two priority junctions in Speke Boulevard to the south east and south west of the site. Direct pedestrian and cycle access can also be gained at these locations.

Existing Highway Network

- 2.4 Speke Boulevard is a 40mph two lane dual carriageway with shared footway/cycleway on both sides segregated from the carriageway by a grass verge for much of its length and only narrowing on the approach to junctions. The footway and cycleway are both circa 1.5m wide (3m in total) in the vicinity of the site, however, to the west of the site there are some sections up to 6m wide.
- 2.5 At each signalised junction to the east and west of the site, full pedestrian crossing movements are provided across most arms. A signalised pedestrian crossing is provided across Speke Boulevard adjacent to the eastern end of the site.
- 2.6 Both site accesses are priority junctions and a gap is provided in the middle of the carriageway enabling vehicles to cross Speke Boulevard and perform u-turns. There is a short diverge lane on the westbound approach to the gap in the carriageway, however, no such facility is provided eastbound.
- 2.7 The site access road is set back from the main carriageway on Speke Boulevard providing a safer route for pedestrians and cyclists away from the main carriageway.
- 2.8 To the west of the site, Speke Boulevard widens to 5 lanes on the approach to the stop line in both directions at the junction with Woodend Avenue and Western Avenue including 1 segregated left turn lane and 1 segregated right turn lane.

- 2.9 There are 3 lanes on the exit arm in both directions with the westbound arm reducing to 2 lanes after some 100m. The eastbound nearside lane serves as a left turn lane for Renaissance Lane some 350m east of the junction.
- 2.10 At its junction with Evans Road, Speke Boulevard widens to 4 lanes on the western approach to the stop line including 1 segregated left turn lane and 3 lanes on the eastern approach to the stop line also including a segregated left turn lane.
- 2.11 Evans Road is a 30mph single carriageway with 1 lane in each direction throughout. A 2m wide footway is provided on the eastern/southern side and a 3m wide shared footway/cycleway is located on the western/northern side.
- 2.12 Woodend Avenue is a 30mph single carriageway road with 1 lane in each direction widening to 4 lanes on the approach to its junction with Speke Boulevard, including a segregated left turn lane. A 2m wide footway is provided on the eastern side and a 3m wide shared footway/cycleway is located on the western side. An additional signalised crossing is located some 45m north of the junction's stop line. Up to this point the road is effectively a dual carriageway and the crossing requires two movements.
- 2.13 In order to gain an understanding of the operation of the existing highway network and car parking a site visit was undertaken on Friday 5th April 2013. Further, traffic flow and queue length surveys, and saturation flow data at the signalised junctions, will be obtained for the locations below on Friday 12th May 2013 during the AM peak (0700-1000) and PM peak (1600-1900) and Saturday 13th May between (1100-1500):
- Speke Road / Speke Hall Road (signal junction)
 - Speke Boulevard / Evans Road (signal junction)
 - Speke Boulevard / Woodend Lane / Pharmacy Road / site access (priority junction)
 - Speke Boulevard / Woodend Avenue (signal junction)
 - Evans Road / Woodend Avenue (priority junction)
- 2.14 Based on the surveys, the peak periods over the whole network have been identified as:
- AM peak – 07:45-08:45
 - PM peak – 15:30-16:30
 - Saturday peak – 13:15-14:15

- 2.15 The operation of the junctions during these periods is considered in detail in Section 6 of this report.

Road Safety

- 2.16 In order to assess the safety of the surrounding highway network, Personal Injury Accident (PIA) data has been obtained from Liverpool City Council for the 5 year period 31st December 2010 to 31st December 2015 including all of the junctions identified in paragraph 2.13 and adjoining roads and additional junctions to the north and west of the site. Full details of the accident data is included at Appendix A3.
- 2.17 Over the five years surveyed a total of 62 PIAs occurred. Of these, 52 resulted in slight injuries, 10 resulted in serious injuries and there were no fatalities. The number of accidents occurring has generally reduced each year, with 17 accidents occurring during 2010 and 6 occurring during 2015, with an average of some 12.4 accidents occurring annually. For a study area of this size, which includes the A561 strategic route, which carries large volumes of traffic in and out of Liverpool city centre and John Lennon Airport, it is considered that the number of PIAs recorded over this period is low. The accident breakdown by severity is shown in Table 2.1.

Table 2.1 Severity of Accidents

Severity	2011	2012	2013	2014	2015	Total	Average
Slight	15	10	9	12	6	52	10.4
Serious	2	2	4	2	0	10	2.0
Fatal	0	0	0	0	0	0	0
Total	17	12	13	14	6	62	12.4

- 2.18 The percentage of people killed or seriously injured (KSI) is higher than average, accounting for 16.1% of incidents recorded in the study area. Based on the data contained in the DfT report Reported Road Casualties in Great Britain 2014, 15.1% of all PIAs occurring in Merseyside in 2014 resulted in KSIs. As such, the number of these incidents in the study area is slightly higher than the average for the area. Notwithstanding, this proportion has been increased due to the low number of accidents occurring when compared to Merseyside.
- 2.19 Whilst it is accepted that the proportion of KSIs is higher than average for the area and on similar road types, it should be noted that none of the accidents resulted in fatalities and the average number of serious accidents per year (2) across the study area is considered low.

Vulnerable Road Users

- 2.20 Table 2.2 shows the annual breakdown of accidents involving more vulnerable road users. Over the five year period, nine accidents resulted in cyclists being injured, six involved a pedestrian, one

involved children and no older people were injured. In total, three pedestrians and one cyclist suffered serious injuries, whilst the rest of the incidents resulted in slight injuries. It should also be noted that one of the cycle accidents involved children and, as such, the total number of accidents involving vulnerable road users was 15; an average of 3 per year.

2.21 Considering these in more detail:

- Eight of the cyclists suffered slight injuries, while one sustained serious injuries. Six were injured as a result of drivers colliding with them while crossing their path, two resulted from cyclists crossing the path of cars and one resulted from a cyclists colliding with a car waiting at the traffic lights.
- Six pedestrians suffered slight injuries and three was seriously injured. Two accidents resulted from a bus colliding, three pedestrians whilst on a pedestrian crossing, and one occurred when a car turn into a junction.

2.22 The single accident involving a child occurred on a pedestrian crossing, where a driver failed to stop for the child while they crossed. Although consideration still needs to be given to passengers, it is accidents directly involving children that should be given greater consideration in terms of road safety.

Table 2.2 Injuries to Vulnerable Road Users

User	2011	2012	2013	2014	2015	Total	Average
Cyclist	1	3	2	2	1	9	1.8
Pedestrian	2	1	2	0	1	6	1.2
Child	0	1	0	0	0	0	0.2
Older people	0	0	0	0	0	0	0
Total	3	3	4	2	3	15	3.0
Total Accidents	3	3	4	2	3	15	3.0

2.23 Referring again to the DfT report, the following comparisons can be made between the 2014 national data and the data for the study area:

- Cyclists – 11% nationally, 14.5% in the study area;
- Pedestrians – 13% nationally, 9.7% in the study area;
- Children – 8% nationally, 1.6% in the study area
- Older people – 11% nationally, 0% in the study area; and
- Total – 43% nationally, 24.2% in the study area.

- 2.24 The proportion of vulnerable road users involved in accidents in the study area over the five year period surveyed is lower overall than the national average for 2014. It should also be noted that although cyclists represented a higher than average proportion of incidents, only 1.8 incidents per year occurred on average; this is considered low. Similarly with accidents involving children, only 1.6% directly involved children, which is below the national average.

Conclusions

- 2.25 PIA data was obtained for the five year period 31st December 2016 to 31st December 2015 covering the area surrounding the proposed development site at Speke Boulevard, Liverpool.
- 2.26 Whilst the proportion of accidents resulting in KSIs was higher than average, the actual number of accidents of this type is low with no fatalities occurring and an average of only 2 serious accidents per year across the study area.
- 2.27 The proportion of accidents involving vulnerable road users (24.2%) was significantly lower than the national average for 2014 (43%).
- 2.28 For a study area of this size, which includes more than 9 junctions including large signalised crossings with up to 20 lanes of traffic, it is considered that the number of PIAs recorded over this period is low.
- 2.29 Overall, it is considered that the existing number of accidents within the study area is low and there is no reason to suggest that the proposed development will result in an increased risk of accidents occurring.

Public Transport

Bus Services

- 2.30 The nearest bus stops to the site are located adjacent to the site on Speke Boulevard. These stops are served by 11 regular services. The 11 services provide approximately 25 buses per hour during the day. As such, the site is well located for access to many bus services across Liverpool. Table 2.3 below details the routes that can be accessed from these stops.

Table 2.3 Bus Services

Bus	Route	First Bus	Last Bus	Frequency
80	Liverpool – Speke	0553	1928	3 per hour
80E	Liverpool – Speke Boulevard	1942	2002	2 per day
81	Speke – Bootle	0539	2347	3 per hour

81A	Liverpool John Lennon Airport – Bootle	0556	2020	3 per hour
82	Liverpool – Speke	0453	0030	10 per hour
82A	Halton Hospital – Otterspool – Liverpool	0556	2355	2 per hour
82D	Liverpool – Speke	0643	0812	1 per hour
201	Royal Liverpool Hospital – Speke	1327	2041	3 per day
800	Speke – Liverpool Freeport, Seaforth	0700	-	1 per day
883	Liverpool John Lennon Airport – Huyton Industrial Estate	0437	2324	1 per hour
X1	Windmill Hill – Runcorn – Liverpool	0615	2034	2 per hour

Rail

- 2.31 Hunts Cross rail station is situated 1 mile from the site and is served by two rail operators. The Northern Rail service, which runs between Liverpool Lime Street and Manchester Picadilly, operating at a frequency of two trains per hour during peak periods and one per hour throughout the day. The Merseyrail service runs from Hunts Cross to Southport/Ormskirk at a frequency of four trains per hours. Although retail customers are unlikely to travel to the site by train, it is a viable mode for staff as part of a linked trip with bus or cycle, with routes for both modes running between the site and the railway station.

Cycling

- 2.32 A traffic free cycle route runs along both sides of Speke Boulevard providing excellent access to the site by cycle. The route runs along the site's access road. This route links directly to other traffic free and suggested cycle routes in the area, providing a safe link to the site for a large area of Speke and south eastern Liverpool in particular.

Pedestrians

- 2.33 A segregated shared footway/cycleway runs along both sides of Speke Boulevard and runs along the site's access route providing safe access for pedestrians. A signalised pedestrian crossing across Speke Boulevard is provided adjacent to the main site access and signalised crossings are provided across all arms of the signalised junctions to the east and west of the site providing safe routes for all people walking to the site, including those travelling primarily by bus.
- 2.34 The crossings provide access to the predominantly residential area to the south of Speke Boulevard providing an opportunity for people living in this area to walk to the site.

Summary

- 2.35 It has been shown that the redevelopment site is located in a sustainable location with good footway and cycle links, and is adjacent to frequent bus services, which supply good area coverage. Although rail services are unlikely to be used by customers, employees may use them as part of a multi modal trip combining train travel with bus or cycle.
- 2.36 In conclusion, the proposed development provides opportunities to use modes other than the car and will provide all users of the site with a good level of access to all alternative modes of travel.

3. TRANSPORTATION POLICY

- 3.1 In considering the policy context of the proposal, we have had regard to; National Planning Policy Framework – March 2012, the Liverpool City Council Unitary Development Plan and the Liverpool City Council ‘Ensuring a Choice of Travel’ Supplementary Planning Document. In terms of highways, the latter document is the key policy document.

National Planning Policy Framework (NPPF) – March 2012

- 3.2 The National Planning Policy Framework (NPPF), which was adopted in March 2012, sets out the Government’s planning policies for England and how these are expected to be applied. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities. As a result of this policy being adopted, all Planning Policy Guidance and Planning Policy Statements have been superseded, including PPG13 (Transport), which was formerly used as a basis for national transport policy. As such, any detailed policy guidance previously provided within PPG13 will no longer act as the default policy where no policy has been set by the local authority. All detailed transport policies will now be found within Unitary Development Plan and Local Development Framework documents adopted by each local authority.
- 3.3 While no longer policy, there are two key aspects within PPG13 which are still of relevance when determining a site’s level of sustainable travel access. Paragraph 74 states with regard to walking that:

“Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under two kilometres. Walking also forms an often forgotten part of all longer journeys by public transport and car.”

3.4 Paragraph 77 goes on to state that:

“Cycling also has potential to substitute for short car trips, particularly those under five kilometres, and to form part of a longer journey by public transport”

3.5 It is considered that the walking and cycling distances referred to in PPG13 remain valid and should not be overlooked when determining the walking and cycling accessibility of development sites.

3.6 With regard to transport policy, the NPPF states in Paragraph 32 that:

“All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- safe and suitable access to the site can be achieved for all people; and
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.”

3.7 Paragraphs 34 to 36 go on to say that:

“Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However this needs to take account of policies set out elsewhere in this Framework, particularly in rural areas.

- Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to
- accommodate the efficient delivery of goods and supplies;
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- consider the needs of people with disabilities by all modes of transport.

A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.”

3.8 The NPPF also supports the development of a mix of uses within all areas in order to encourage travel by non-car modes and to reduce the length of journeys being undertaken for employment, shopping, leisure, education and other activities. In addition to this, large residential developments should be located within walking distance of primary school and local shops in particular to further reduce reliance on the private car.

3.9 The site is located in an area with very good public transport accessibility providing opportunities for all users of the site to use modes other than the car. The site is also well connected to the pedestrian network and within close proximity to public transport services and surrounding residential areas.

3.10 The proposed development site could not be better located to encourage cycle accessibility being adjacent to the local cycle network, with most roads surrounding the site being designated as quieter roads suitable for cycling or signed on-road routes. A large proportion of the area within 5km of the site is residential meaning that cycling would be a viable option for all users of the site

living within this distance and a number of national rail and underground services are also located within 5km, meaning that cycling could form part of a multimodal journey to and from the site.

3.11 The site is also located close to a mix of uses, with retail, leisure and commercial uses located close to the site all within a reasonable walking distance, thus providing the opportunity for linked trips.

3.12 Sustainable travel will be further encouraged through separate Travel Plans for the retail and residential elements of the development and it is therefore considered that the site accords well with NPPF.

National Planning Practice Guidance (NPPG) – March 2014

3.13 Information contained as part of the National Planning Practice Guidance (NPPG), provides advice for travel plans, transport assessments and statements in decision-taking.

“Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements.”

3.14 This report follows the advice within the guidance and accords with providing the information which should be included as part of a Transport Assessment.

3.15 The site is located in an area with good public transport accessibility providing opportunities for residents to use modes other than the car.

3.16 The proposed development conforms with the NPPG policies being well located to the existing public transport facilities. The proposed development site is also well located to encourage cycle accessibility being adjacent to and linking with roads suitable for cycling.

Liverpool City Council Unitary Development Plan

3.17 The Liverpool City Council Unitary Development Plan (UDP) was adopted in November 2002 and under the current planning system, the UDP is a ‘saved plan’, which means it is a Development Plan Document (DPD) within the current Local Development Framework. It will gradually be

replaced by new DPDs and Supplementary Planning Documents (SPDs), but at this time it remains the most commonly used document for making planning decisions in Liverpool.

- 3.18 Although the UDP contains transport policies, these have been superseded by the policies contained within the 'Ensuring a Choice of Travel' SPD and, as such, the UDP policies are not considered in detail within this report.

Ensuring a Choice of Travel Supplementary Planning Document

- 3.19 The Ensuring a Choice of Travel SPD, which was adopted in December 2008, was developed in partnership with the Merseyside Local Authorities and Merseytravel in order to provide consistent guidance to developers on access and transport requirements for new development across the wider Merseyside area. Its overall objectives are:

- Ensure a reasonable choice of access by all modes of transport to new development;
- Reduce the environmental impact of travel choices, by reducing pollution, and improving the local environment;
- Improving road safety;
- Promote healthier lifestyles by providing opportunities for people to walk or cycle for work or leisure purposes;
- Reduce the level of traffic growth and congestion on the strategic and local road network; and
- Encourage opportunities to improve the quality of development proposals by better use of space through the provision of less car parking spaces where appropriate.

- 3.20 The proposed development benefits from a good choice of access by all modes of transport and provides further opportunities and encouragement for people walking or cycling to the site, which should help to minimise the impact on congestion and the environment. The level of parking proposed will also encourage non-car travel to the site. As such, the proposal complies with the overall aims of the SPD.

- 3.21 The document contains a number of policies relating to highways and transport and those relevant to this application are outlined below.

3.22 Policy 1 states that:

Policy 1 RSS Policy RT2 - Managing Travel Demand

“Plans and strategies will need to be specific to the nature and scale of the problems identified, set clear objectives and specify what is being proposed, why it is necessary and what the impacts will be. They should:

- Ensure that major new developments are located where good access to public transport already exists, backed by effective provision for pedestrians and cyclists to minimise the need to travel by private car;
- Seek to reduce private car use through the introduction to 'smarter choices' and other incentives to change travel behaviour which should be developed alongside public transport, cycling and pedestrian network and service improvements;
- Consider the effective reallocation of road space in favour of public transport, pedestrians and cyclists alongside parking charges, enforcement and provision and other fiscal measures, including road user charging;
- Make greater use of on-street parking controls and enforcement; and
- Incorporate maximum parking standards that are in line with, or more restrictive than Table 8.1 [of the SPD], and define standards for additional land use categories and areas where more restrictive standards should be applied. Parking for disabled people and for cycles and two-wheeled motorised vehicles are the only situations where minimum standards will be applicable.”

3.23 As already stated, the site is located adjacent to an existing bus stop served by some 24 buses per hour and a traffic-free cycle route runs along Speke Boulevard, including the site's service road. The parking provision on the site will be below the standards and as such the site accords with this policy.

3.24 Policy 3 states that:

Policy 3 T12 – Car parking provision in new developments

“All new developments including changes of use, which generate a demand for car parking will be required to make provision for car parking on site, to meet the minimum operational needs of the development. Additional space for non-operational car parking will be permitted up to a maximum standard. This will be determined by:

- the nature and type of use;
- whether off-site car parking would result in a danger to highway and pedestrian safety;
- whether the locality in which the proposed development is located is served by public car parking facilities;
- whether off-site parking would result in demonstrable harm to residential amenity; and
- the relative accessibility of the development site by public transport services.”

3.25 The proposed parking provision for the site is below the maximum standards and, as such, the development accords with this policy.

3.26 Policy 4 states that:

Policy 4 T3 – Car parking for the disabled

“Car parking for the disabled should be provided in accordance with the following specific standards:

- a minimum of 6% of the first 100 parking spaces in a development should be reserved for Blue [formerly Orange] Badge holders. Thereafter, the number of spaces will be negotiable;
- parking bays should be wide enough to facilitate the easy transfer of a wheelchair to and from a car;
- disabled parking bays should be clearly marked as such and should be located close to the point of access to and from the development served; and
- within multi-storey car parks, disabled parking bays must be adjacent to lifts.”

3.27 Disabled parking will represent 6% of the total parking on the site and as such the proposal accords with this policy.

3.28 Policy 5 states that:

Policy 5 T6 – Cycling

“The City Council will promote and support initiatives designed to maximise the role of cycling as a transport mode by:

- adopting a cycling strategy for Liverpool which will include the formulation of a Strategic Cycle Route Network and the setting of targets regarding cycle use;
- improving the condition of designated cycle routes in the City;
- catering for cyclists’ needs in the design of all highway improvement schemes, traffic management schemes, road safety schemes, the road maintenance programme, and giving consideration to the provision of safe cycling routes through all major development and redevelopment sites;
- improving road signage, road conditions, junction priorities and carriageway crossings where cycle routes join highways;
- introducing appropriate traffic calming and speed reduction measures on designated cycle routes and areas of high cycle usage; and
- ensuring that secure cycle parking facilities are provided at locations regularly visited by the public and requiring new developments to provide secure cycle parking facilities.”

3.29 The site is located on an existing traffic-free cycle route and cycle parking will be provided in accordance with the cycle parking standards. The new site access junction has been designed to accommodate cyclists entering and exiting the site as well as those travelling along the cycle route. On this basis, the proposed development accords with this policy.

Summary

3.30 The site benefits from very good bus, pedestrian and cycle access, with routes for each mode available adjacent to the site. Parking for cars and cycles will be provided in accordance with the standards and the site will be designed to ensure safety for all users, particularly pedestrians and cyclists. As such, the development accords with national and local transport policies.

4. PROPOSED DEVELOPMENT

4.1 This section outlines the proposals for the redevelopment of the former Rayware site as detailed within the introduction. In order to ensure that the development accords with the 'Ensuring a Choice of Travel' SPD, a Minimum Accessibility Standard Assessment has been undertaken and is outlined within the TA and included at Appendix A7.

4.2 The proposal seeks a redevelopment of part of the site to provide a mix of uses comprising:

- a 2,413m² GFA Home Bargains store;
- a 2,322m² non-food retail space split into three units; and
- a 344m² D2/A3 2 Storey unit for leisure/restaurant/coffee use

4.3 In addition to this, additional plots totalling some 9,000m² have been identified within the site for future redevelopment for employment use, however, at this stage the number and size of units and the specific uses on the site have not been considered in detail. A site layout plan is included at Appendix A4.

Access

4.4 Access to the site is currently taken via two priority junctions in Speke Boulevard to the south east and south west of the site. Direct pedestrian and cycle access can also be gained at these locations. It is proposed to retain the western junction as this is, and will continue to be used, predominantly as an entrance into the site. The layout and design of the eastern junction is such that it is considered unsuitable for the proposed development in terms of safety and capacity.

4.5 In order to accommodate the proposed and future employment uses on the site, a new signalised junction will be provided to replace the existing priority junction.

4.6 In addition to this, it is the council's aspiration to provide a link road between Speke Boulevard and Evans Road to improve access to the employment uses to the north of the site. The proposed access arrangements are included at Appendix A5.

4.7 Service vehicles will also access the site via this junction, however, service vehicles associated with the retail units will be separated from customers within the site.

Car Parking

- 4.8 Vehicle parking, including standard and disabled parking for all uses at the site will conform to the relevant standards set out in LCC's '*Ensuring a Choice of Travel Supplementary Planning Document*'. The standards and the number of spaces applicable to this development are outlined below:

A1 – Shops

- 1 space per 14m² (A1 - Food Shops) = maximum 133 spaces
- 1 space per 14m² (A1 - Other Shops) = maximum 116 spaces
- Total parking = maximum 249 spaces
- Disabled Parking – 4 spaces plus 4% of the total number of spaces = 13 (4 + 9)
- Taxis – one pick-up/ set down required above 1,000 sq. m
- Motorcycles 1 Space per 500m² = 8

- 4.9 It is proposed to provide a total of 231 spaces, including 15 disabled spaces and 3 parent & child spaces. Although the total number of parking spaces proposed is slightly below the maximum permitted there will be an element of linked trips between the two retail units meaning that fewer spaces will be required. Additionally, the site is on a traffic-free cycle route and is adjacent to a bus stop served by up to 25 buses per hour. On the basis that the site is accessible by non-car modes and there will be an element of linked trips it is considered that a lower parking provision is appropriate.

B2 - General Industrial / B8 Storage and Distribution

- 1 space per 60m² (Storage and Distribution) = maximum 35 spaces
- 1 space per 48m² (General Industrial) = 44 spaces
- Up to 200 bays - 1 space for each disabled employee, plus two spaces or 5% of the maximum standard, whichever is greater = minimum 2 spaces
- Motorcycles 1 space per 1900m² (minimum of 2 spaces) = 2 spaces

- 4.10 It is proposed to provide a total of 41 spaces, including 4 disabled spaces. Although the total number of parking spaces proposed is above the maximum permitted for B8, the proposed units will likely have a trade counter use, which is permitted for B8 units, meaning that parking demand is slightly higher than a storage/distribution with no customer trips. The B2 standards would permit 44 spaces and, as such, it is considered that the proposed provision of 41 spaces is appropriate.

Cycle Parking

- 4.11 Cycle parking will conform to the relevant standards set out in LCC's '*Ensuring a Choice of Travel Supplementary Planning Document*'. The standards and the number of spaces applicable to this development are outlined below:

A1 – Shops

- Staff - 1 secure covered space and locker per 300m² = minimum 13 spaces
- Customers – 1 space per 200m² = minimum 20 spaces

- 4.12 A total of 36 spaces will be provided close to the entrances to the stores with 20 adjacent to the discount retail store and 16 adjacent to the discount food retail store.

B2 - General Industrial / B8 Storage and Distribution

- Cycles Staff - 1 secure staff space and locker per 500m² = minimum 4 spaces

- 4.13 A total of 6 spaces will be provided within the trade park site.

Service Vehicle Access

- 4.14 Swept path analysis has been undertaken to demonstrate that the proposed layout conforms to the design guidance set out in Manual for Streets (MfS) detailing that fire tenders, public service and refuse vehicles can serve the site. Additionally, vehicle tracking has been undertaken to demonstrate that the service yards associated with the various uses on the site can accommodate specific HGV types. The swept path analyses are included at Appendix A6.

Minimum Accessibility Standard Assessment

- 4.15 One of the requirements of LCC's Ensuring a Choice of Travel Supplementary Planning Document is the completion of a Minimum Accessibility Standard Assessment to enable the Council to determine whether developments are accessible by all modes. The completed assessment form is included at Appendix A7 and is summarised in Table 4.1 below.

Table 4.1 Minimum Accessibility Standard Assessment Summary

Criteria	Minimum Standard				Actual Score
	A1	B1	B2	B8	
Access on Foot	4	4	2	2	2
Access by Cycle	3	4	2	2	3
Access by Public Transport	4	4	4	4	5
Vehicle Access and Parking	1	1	1	1	1

- 4.16 It can be seen that generally each of the land uses proposed on the site meet the minimum standards with the exception of A1/B1 access on foot and B1 access by cycle. The reason for this is that the scoring awards 2 points for a development where the housing within 800m has a density of more than 50 houses per hectare and no points if it does not. The proposed development is within 800m of housing in Speke to the south of Speke Boulevard, which has a general density of between 30 and 50 houses per hectare. A signalised pedestrian crossing adjacent to Woodend Lane links the site the residential area providing very good access for pedestrians and cyclists. As such, it is considered that the scoring does not reflect the true accessibility of the site by these modes.
- 4.17 It should be noted that the score for access to public transport exceeds the minimum standard for all land uses.

5. TRAFFIC GENERATION

5.1 This section of the report outlines the existing, extant, committed and proposed trip generation associated with this development and explains how suitable trip rates for the extant site have been derived to assess the capacity for the immediate highway network. The resulting traffic flow diagrams are included at Appendix A8.

5.2 The trip generation data, trip distribution, trip types and committed developments included within the TA have all been agreed with the highway officer and form the basis of this section.

Extant Land Use

5.3 From the outset, it is important to recognise that the current site has the potential to generate a number of vehicle trips. In order to ascertain the likely level of trips associated with the site, the TRICS database has been interrogated to ascertain the number of trips that could be generated by a B2 development located on the site. Similar sites in terms of land use, size and location (suburban/edge of town) have been selected in accordance with the TRICS guidelines.

5.4 Based on the surveys, the peak periods over the whole network have been identified as:

- AM peak – 07:45-0845
- PM peak – 15:30-16:30
- Saturday peak – 13:15-14:15

5.5 Table 5.1 shows the trip rates for the extant use based on the TRICS data, a full copy of which is included at Appendix A9.

Table 5.1 Extant Trip Rates

Period	Trip Rate per 100m ²			Number of Trips		
	Arrive	Depart	Total	Arrive	Depart	Total
Network AM Peak	0.199	0.056	0.255	45	13	58
Site AM Peak (07:30-08:30)	0.301	0.092	0.393	68	21	89
Network PM Peak	0.035	0.160	0.195	8	36	44
Site PM Peak (16:30-17:30)	0.053	0.285	0.338	12	64	76

Notes: The trip generation is based on the existing GFA of 22,575m²

- 5.6 The extant trip generation has been added to the observed flows to calculate the baseline flow and has been distributed based on observed turning proportions.

Current Use

- 5.7 The site currently has temporary permission for use as a car park operated by In2CarParks primarily as off-site parking for the airport. The usage of this car park has been observed as part of the traffic survey data obtained for the site access junction. The flows for this use are negligible and as such have not been used for calculating the trip distribution at the junction.

Trip Generation

- 5.8 The TRICS database has been interrogated in order to estimate the likely number of trips associated with the proposed and potential future uses on the site. Similar sites in terms of land use, size and location type (suburban/edge of town) have been selected to ensure that the sites selected have similar characteristics to the development site. Full TRICS outputs are included at Appendix A9.
- 5.9 With regard to the Home Bargains site, there are no similar discount retail sites within TRICS and, as such, all non-food retail units have been considered. A large number of the sites included on TRICS are bulky goods retailers (carpet retailers, electrical retailers, etc), which do not have similar trip generating characteristics to a Home Bargains store. As such, the sites selected were those selling predominantly smaller, cheaper items that will generally have a higher turnover of customers, such as pet supplies, sports goods and Argos has also been included as they also have a high turnover of customers.
- 5.10 Similarly, there are a very limited number of trade counter sites on TRICS, with the majority of B8 sites being storage and distribution, which often have a very low trip rate. As such, the sites were interrogated in more detail to obtain developments that also generate customer trips.
- 5.11 There are a large number of discount food retail sites and these have been selected based purely on the criteria outlined in paragraph 5.7.
- 5.12 The future employment sites are likely to be predominantly B8 use with an element of B2 and B1(c) light industry. Although the size and specific uses of the employment units will not be specified within the planning application, for the purposes of the Transport Assessment it has been assumed that the total GFA of the units will be 9,000m² comprising 70% B8 (6,300m²), 20% B2 (1,800m²) and 10% B1(c) (900m²).
- 5.13 Tables 5.2 to 5.5 show the trip rates and estimated trips for the proposed discount retail, discount food retail and trade park units on the site along with the total estimated trips for these uses.

Table 5.2 Non-Food Retail Trips

Period	Trip Rate per 100m ²			Number of Trips		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (07:45-08:45)	0.061	0.000	0.061	1	0	1
PM Peak (15:30-16:30)	3.797	4.027	7.824	92	97	189
Saturday Peak (13:15-14:15)	2.603	2.366	4.969	63	57	120

Notes: Based on 2,413m² GFA

Table 5.3 Discount Retail Trips

Period	Trip Rate per 100m ²			Number of Trips		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (07:45-08:45)	0.954	0.629	1.583	22	15	37
PM Peak (15:30-16:30)	3.519	3.676	7.195	82	85	167
Saturday Peak (13:15-14:15)	7.331	7.307	14.638	170	170	340

Notes: Based on 2,322m² GFA

Table 5.4 B8 Trade Counter Trips

Period	Trip Rate per 100m ²			Number of Trips		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (07:45-08:45)	0.757	0.099	0.856	17	2	19
PM Peak (15:30-16:30)	0.362	0.461	0.823	8	10	18
Saturday Peak (13:15-14:15)	-	-	-	-	-	-

Notes: Based on 2,230m² GFA. Trade Counters generally close at 12:00 on Saturdays.

Table 5.5 Total Detailed Application Trips

Period	Number of Trips		
	Arrive	Depart	Total
AM Peak (07:45-08:45)	36	14	50
PM Peak (15:30-16:30)	161	172	333
Saturday Peak (13:15-14:15)	196	191	387

5.14 Based on the data outlined above, the elements of the application that are being applied for in detail will generate 50 two-way trips during the AM peak, 333 during the PM peak and 387 during the Saturday peak.

5.15 Tables 5.6 to 5.9 summarise the trip rates and estimated trips for the future employment uses, for which outline permission is being sought. As stated previously, the GFAs for the units and the proportion of each use to be provided on the site are only being used for indicative purposes at present to gain an understanding of the likely number of trips that could be generated by the plots. As such, the unit sizes and mix of uses is subject to change.

Table 5.6 B1 Light Industry Trips

Period	Trip Rate per 100m ²			Number of Trips		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (07:45-08:45)	0.661	0.251	0.912	6	2	8
PM Peak (15:30-16:30)	0.284	0.502	0.786	2	5	7

Notes: Based on 900m² GFA

Table 5.7 B2 Industrial Trips

Period	Trip Rate per 100m ²			Number of Trips		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (07:45-08:45)	0.447	0.095	0.542	8	2	10
PM Peak (15:30-16:30)	0.177	0.421	0.598	3	8	11

Notes: Based on 1,800m² GFA

Table 5.8 B8 Storage & Distribution Trips

Period	Trip Rate per 100m ²			Number of Trips		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (07:45-08:45)	0.450	0.144	0.594	28	9	37
PM Peak (15:30-16:30)	0.169	0.232	0.401	11	15	26

Notes: Based on 6,300m² GFA

Table 5.9 Total Outline Application Trips

Period	Number of Trips		
	Arrive	Depart	Total
AM Peak (07:45-08:45)	42	13	55
PM Peak (15:30-16:30)	16	28	44

- 5.16 The data shows that the number of trips associated with the potential future employment uses on the site is relatively low with only 55 two-way trips in the AM peak and 44 in the PM peak.

Committed Development

- 5.17 In addition to the proposed and potential future developments on the application site, the trip generation of the currently vacant plots at Venture Point, which is located directly to the north of the site, needs to be considered. This is pertinent as the development proposal includes the provision of a new link road through the site linking Venture Point with Speke Boulevard. Although some of the plots have not been developed at present, and they are therefore committed developments, the trip generation data for the site is not available on the LCC website. As such, the trip rates outlined above have been applied to the vacant plots. The total GFA of the unoccupied units for which planning permission has been granted is 13,530m² and for the purpose of this assessment it has been assumed that 30% of this will be occupied by B8 uses, 20% by B1 Office and 50% B1 light industrial. Tables 5.10 to 5.13 summarise the trip rates and estimated trips.

Table 5.10 B1 Light Industrial Trips

Period	Trip Rate per 100m ²			Number of Trips		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (07:45-08:45)	0.661	0.251	0.912	45	17	62
PM Peak (15:30-16:30)	0.284	0.502	0.786	19	34	53

Notes: Based on 6,765m² GFA

Table 5.11 B1 Office Trips

Period	Trip Rate per 100m ²			Number of Trips		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (07:45-08:45)	1.451	0.143	1.594	39	4	43
PM Peak (15:30-16:30)	0.284	0.502	0.786	8	14	21

Notes: Based on 2,706m² GFA

Table 5.12 B8 Storage & Distribution Trips

Period	Trip Rate per 100m ²			Number of Trips		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (07:45-08:45)	0.450	0.144	0.594	18	6	24
PM Peak (15:30-16:30)	0.169	0.232	0.401	7	9	16

Notes: Based on 4,059m² GFA

Table 5.13 Total Venture Point Trips

Period	Number of Trips		
	Arrive	Depart	Total
AM Peak (07:45-08:45)	102	27	129
PM Peak (15:30-16:30)	34	57	90

5.18 The trips outlined in Table 5.13 have been distributed on the network as committed development.

5.19 In addition to this, the following committed developments have been included:

- Former Tea Factory Site – ref 12/O2431
- Imagine Park – ref 11/F1890
- A2/A3 development (currently part occupied by Toby Carvery) – ref 11/F1459

5.20 The trips associated with each site have been taken from the respective individual Transport Assessments and distributed across the study area based on the distribution used in each assessment and, where necessary, using observed turning proportions to distribute the traffic across the whole study area for this application.

Distribution

5.21 Speke Boulevard carries predominantly through traffic, something which is clear from the survey data with straight ahead movements along the road in both directions accounting for the majority of trips at all junctions.

5.22 For this reason, the observed distribution at junctions has not been utilised as this would be biased towards the assumption that most trips would be to/from Liverpool and the M62, which will not be the case for the retail units in particular. In order to obtain a more localised distribution, it has been assumed that the majority of trips will be made to/from the surrounding residential areas to the north and south of the site. Trip distribution diagrams are included at Appendix A8.

5.23 Separate distributions have been assumed for retail and employment trips at the development site, Venture Point trips and committed development trips to reflect the different origins and destinations of these distinct groups. It should also be noted that a larger proportion of employment trips are assumed to have an origin/destination to the east of the site, with people commuting from surrounding towns.

Passby and Diverted Trips

5.24 As stated previously, Speke Boulevard carries a large proportion of through traffic and as such it is reasonable to assume that a large proportion of trips associated with the proposed retail units will come from vehicles already passing the site or driving on roads nearby. The TRICS report '*TRICS Research Report 95/2 – Pass by & Diverted Traffic*' provides details of research undertaken by TRICS on the proportion of Primary (single purpose) and Secondary (passby/diverted) trips associated with retail uses. For a site such as the application site, the report concludes that on

Fridays around 60% of trips are primary trips and 40% secondary. On a Saturday there are more primary trips equating to some 80% of trips.

5.25 Given the high proportion of through traffic passing the site it is reasonable to assume that the proportion of secondary trips associated with the retail units will be high and, as such, it has been assumed that 40% of weekday trips and 20% of Saturday trips will be made up of passby and diverted trips in accordance with the TRICS research document. These have been split as follows:

- Weekday – 25% passby/15% diverted
- Saturday – 15% passby/5% diverted

5.26 In this location, this is considered to be a robust assessment of the primary and secondary trips as it is considered likely that the actual proportion of secondary trips will be higher than this.

5.27 Given that staff will not necessarily already be on the network at present and may travel longer distances to work than customers would travel to the retail units, no reduction has been made for any employment trips in terms of passby and diverted trips.

5.28 In addition to the passby and diverted trips, it is likely that there will be an element of linked trips with nearby retail and leisure uses, in particular the New Mersey Retail Park to the west of the site, the Ford Dealership and Dobbies garden centre at the Speke Hall Road junction and the A2/A3 development currently only occupied by Toby Carvery. In order to provide a robust assessment no reduction has been made in the number of trips to account for linked trips to these uses.

5.29 On the basis of the above it is considered that the proportion of primary trips included within the assessment is robust given the nature of the surrounding roads and the likelihood of linked trips with other retail and leisure uses nearby.

Future Assessment Years

5.30 It has been agreed with LCC that as well as assessing the 2016 peak periods the future years of 2021 and 2026 will be assessed. As such, the growth rates have been obtained from TEMPRO for Liverpool and the resulting factors that have been utilised within the assessments are shown in Table 5.14 and have been applied to the observed 2016 flows to obtain the background growth for 2021 and 2026.

Table 5.14 TEMPRO NTM Growth Rates

Period	2016-2021	2016-2026
AM	1.0690	1.1324
PM	1.0685	1.1324
Sat	1.0680	1.1324

5.31 The following scenarios have therefore been modelled for the AM, PM and Saturday peak periods:

- 2016 Observed
- 2016 Base (including extant and committed flow)
- 2016 Base + Proposed
- 2021 Base
- 2021 Base + Proposed
- 2026 Base
- 2026 Base + Proposed

6. JUNCTION CAPACITY ASSESSMENTS

6.1 In order to gain an understanding of the operation of the existing highway network and car parking, traffic flow and queue length surveys, and saturation flow data at the signalised junctions, were be obtained for the locations below on Friday 10th May 2013 in the AM peak (0700-1000) and PM peak (1600-1900) and Saturday 11th May 2013 (1100-1500):

- Evans Road/Goals Soccer Centre access (priority junction)
- Evans Road/Woodend Avenue (priority junction)
- Speke Road/Speke Hall Road/Speke Boulevard/Speke Hall Avenue (signal junction)
- Speke Boulevard/Woodend Avenue/Western Avenue (signal junction)
- Speke Boulevard/Evans Road (signal junction)

6.2 Pedestrian crossing movements were also surveyed for the signalised crossing adjacent to the site's eastern access junction.

6.3 Based on the surveys, the peak periods observed were:

- AM Peak – 0745-0845
- PM Peak – 1630-1730
- Saturday Peak – 1345-1445

6.4 The operation of the junctions listed above has been assessed based on the existing scenario using the observed traffic flows and the proposed scenario including the proposed development flows as outlined in section 5 of this report.

Junction Capacity Analysis

6.5 The junctions identified above have all been assessed using the appropriate approved software package for each junction type. The results of the assessments are summarised in Tables 6.1 to 6.6 and full details are included at Appendix A10.

6.6 The Evans Road/Goals soccer centre access has not been assessed as it is proposed to amend this to provide a mini roundabout junction to facilitate the site access. Additionally, the current use of the site generates relatively low flows and it is clear from this and on-site observations that it operates within capacity.

6.7 As stated above a new mini roundabout junction will be formed in Evans Road incorporating the Goals soccer centre access. A drawing showing the proposed layout is included at Appendix A10 and the junction has been assessed using ARCADY for all future years scenarios.

6.8 The remaining Evans Road/Woodend Road priority junction has been assessed using PICADY while a LINSIG model has been prepared to model all of the other junctions.

Woodend Avenue/Evans Road Priority Junction

6.9 The Woodend Avenue/Evans Road junction has been assessed using PICADY. The results are summarised in Tables 6.1 to 6.3 and the full PICADY outputs are included at Appendix A10.

6.10 It can be seen from Tables 6.1 to 6.3 that the Woodend Avenue/Evans Road junction operates within capacity at present and will continue to operate within capacity in future with the proposed and committed developments fully occupied. A maximum RFC of 0.684 and a queue of 2 vehicles occurs on Evans Road in 2026 with the development fully occupied.

Table 6.1 Woodend Avenue/Evans Road PICADY Results Summary – AM Peak

Arm	2016						2021				2026			
	Observed		Base		Proposed		Base		Proposed		Base		Proposed	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q	RFC	Q	RFC	Q	RFC	Q
B-ACD	0.010	0	0.010	0	0.010	0	0.011	0	0.011	0	0.011	0	0.011	0
A-D	0.203	0	0.235	0	0.329	1	0.255	0	0.315	1	0.272	0	0.333	1
D-ABC	0.094	0	0.108	0	0.174	0	0.120	0	0.142	0	0.130	0	0.152	0
C-B	0.021	0	0.021	0	0.022	0	0.022	0	0.022	0	0.026	0	0.026	0

Notes: Arm A = Woodend Avenue (north)
Arm B = access road
RFC = Ratio of Flow to Capacity

Arm C = Woodend Avenue (south)
Arm D = Evans Road

Table 6.2 Woodend Avenue/Evans Road PICADY Results Summary – PM Peak

Arm	2016						2021				2026			
	Observed		Base		Proposed		Base		Proposed		Base		Proposed	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q	RFC	Q	RFC	Q	RFC	Q
B-ACD	0.014	0	0.014	0	0.014	0	0.014	0	0.015	0	0.015	0	0.015	0
A-D	0.066	0	0.072	0	0.110	0	0.077	0	0.105	0	0.082	0	0.111	0
D-ABC	0.547	1	0.519	1	0.668	2	0.569	1	0.633	2	0.620	2	0.684	2
C-B	0.002	0	0.002	0	0.002	0	0.002	0	0.002	0	0.002	0	0.002	0

Notes: Arm A = Woodend Avenue (north)
Arm B = access road
RFC = Ratio of Flow to Capacity

Arm C = Woodend Avenue (south)
Arm D = Evans Road

Table 6.3 Woodend Avenue/Evans Road PICADY Results Summary – Saturday Peak

Arm	2016						2021				2026			
	Observed		Base		Proposed		Base		Proposed		Base		Proposed	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q	RFC	Q	RFC	Q	RFC	Q
B-ACD	0.017	0	0.017	0	0.014	0	0.017	0	0.017	0	0.019	0	0.019	0
A-D	0.018	0	0.027	0	0.138	0	0.020	0	0.086	0	0.020	0	0.085	0
D-ABC	0.129	0	0.150	0	0.587	1	0.143	0	0.213	0	0.153	0	0.219	0
C-B	0.005	0	0.005	0	0.002	0	0.005	0	0.005	0	0.005	0	0.005	0

Notes: Arm A = Woodend Avenue (north)

Arm C = Woodend Avenue (south)

Arm B = access road

Arm D = Evans Road

RFC = Ratio of Flow to Capacity

Proposed Evans Road/Goals soccer centre/Site access Roundabout Junction

- 6.11 The proposed site access junction has been assessed using ARCADY. The results are summarised in Tables 6.4 to 6.6 and the full ARCADY outputs are included at Appendix A10.
- 6.12 It can be seen from Tables 6.4 to 6.5 that the proposed site access mini roundabout junction will operate within capacity with a maximum RFC of 0.36 and queue of 1 vehicle occurring on the Site Access arm in both the PM peak and the Saturday peak. On this basis, it is clear that the junction will continue to operate within capacity in future with the proposed and committed developments fully occupied.

Table 6.4 Site Access ARCADY Results Summary – AM Peak

Arm	2016		2021		2026	
	Base + Proposed		Base + Proposed		Base + Proposed	
	RFC	Q	RFC	Q	RFC	Q
Evans Road (South)	0.35	1	0.30	1	0.31	1
Goals Access	0.00	0	0.00	0	0.00	0
Evans Road (North)	0.16	0	0.16	0	0.17	0
Site Access	0.11	0	0.11	0	0.11	0

Table 6.5 Site Access ARCADY Results Summary – PM Peak

Arm	2016		2021		2026	
	Base + Proposed		Base + Proposed		Base + Proposed	
	RFC	Q	RFC	Q	RFC	Q
Evans Road (South)	0.26	1	0.25	0	0.26	1
Goals Access	0.03	0	0.03	0	0.03	0
Evans Road (North)	0.17	0	0.18	0	0.19	0
Site Access	0.35	1	0.36	1	0.36	1

Table 6.6 Site Access ARCADY Results Summary – Saturday Peak

Arm	2016		2021		2026	
	Base + Proposed		Base + Proposed		Base + Proposed	
	RFC	Q	RFC	Q	RFC	Q
Evans Road (South)	0.34	1	0.34	1	0.35	1
Goals Access	0.04	0	0.04	0	0.04	0
Evans Road (North)	0.09	0	0.10	0	0.10	0
Site Access	0.36	1	0.36	1	0.36	1

LINSIG Model

6.13 Due to the proximity of the signalised junctions on Speke Boulevard and the proposed new signalised site access junction it was considered more appropriate to model the three four existing and proposed signalised junctions using LINSIG to create a single model. All junctions have been modelled as per the timing sheets and signal layout drawings obtained from LCC, as well as video survey observations. The results are summarised in Tables 6.7 to 6.9 and the full LINSIG outputs are included at Appendix A10.

6.14 In order to provide a robust assessment, all flow scenarios as outline din paragraph XXX have ben modelled for the following three scenarios:

- Existing timings and layout
- Existing timings with proposed additional lane on Evans Road
- Proposed additional lane on Evans Road with an increased cycle time of 144 seconds

- 6.15 The modelling results summarised in Tables 6.7 to 6.9 show that the additional lane on Evans Road provides some benefits to traffic exiting the proposed development, but overall it does not resolve other issues on the network.
- 6.16 Given that the junctions are currently operating over capacity during some periods, consideration has been given to ways in which the capacity could be improved. The Western Avenue junction is already a very large junction with 18 entry lanes and the Speke Hall Road junction has 21 entry lanes; both junctions also have pedestrian crossings across all arms that require 4 separate movements to cross each road. On this basis, there is very little that can realistically be done, that is in scale with the development impact, to introduce physical improvements to increase the capacity.
- 6.17 Consideration has been given, therefore, to amending the method of control at the junctions, however, given the complexity of the Western Avenue junction there is very little that can be amended whilst accommodating the 18 or 21 traffic lanes and 16 pedestrian crossing movements. As such, no modifications are proposed.
- 6.18 On this basis, the preferred option is the proposed layout with an additional lane on Evans Road and a 144 cycle time as this provides some benefits to the Evans Road junction as well as providing benefits to the wider network.

Table 6.7 LINSIG Results Summary – Existing Layout PRC

Scenario	Speke Hall Rd			Evans Rd			Woodend Lane			Western Avenue		
	Obs	Base	Prop	Obs	Base	Prop	Obs	Base	Prop	Obs	Base	Prop
2016 AM	12.5%	6.8%	5.7%	13.9%	5.4%	-2.2%	29.3%	24.4%	17.0%	10.8%	6.0%	-0.6%
2016 PM	7.9%	0.7%	-3.0%	26.1%	17.0%	-5.4%	17.0%	10.6%	9.1%	4.1%	-1.1%	-4.7%
2016 Sat	14.1%	4.8%	-1.1%	75.3%	54.9%	22.1%	79.2%	66.2%	62.5%	17.3%	21.8%	13.2%
2021 AM	x	0.0%	-0.3%	x	-0.5%	-3.1%	x	15.9%	12.0%	x	-0.4%	-1.3%
2021 PM	x	-3.0%	-7.9%	x	12.4%	-9.0%	x	4.2%	3.0%	x	-7.4%	-8.3%
2021 Sat	x	0.7%	-5.1%	x	49.8%	20.9%	x	55.5%	51.9%	x	16.0%	16.0%
2026 AM	x	-4.0%	-4.4%	x	-6.0%	-7.7%	x	9.7%	5.4%	x	-5.3%	-7.1%
2026 PM	x	-12.7%	-13.4%	x	7.6%	-13.4%	x	-0.8%	-1.6%	x	-12.9%	-13.2%
2026 Sat	x	-5.1%	-10.9%	x	39.9%	19.1%	x	46.5%	43.7%	x	9.2%	10.8%

Notes: PRC = Practical Reserve Capacity
Base = Base flows

Obs = Observed flows
Prop = Base + Proposed flows

Table 6.8 LINSIG Results Summary – Proposed Layout PRC

Scenario	Speke Hall Rd			Evans Rd			Woodend Lane			Western Avenue		
	Obs	Base	Prop	Obs	Base	Prop	Obs	Base	Prop	Obs	Base	Prop
2016 AM	10.7%	6.8%	4.0%	13.8%	5.4%	3.1%	29.4%	24.4%	17.1%	10.5%	6.0%	2.5%
2016 PM	7.9%	0.7%	-3.0%	26.2%	17.0%	-1.7%	16.9%	10.6%	9.1%	4.1%	-1.1%	-3.2%
2016 Sat	14.1%	4.8%	-1.1%	74.8%	54.9%	22.9%	79.4%	66.2%	62.3%	17.3%	21.8%	13.2%
2021 AM	x	0.0%	-0.3%	x	-0.5%	-3.0%	x	15.9%	11.9%	x	-0.4%	-1.3%
2021 PM	x	-2.8%	-7.9%	x	12.8%	-7.1%	x	4.0%	3.2%	x	-7.2%	-8.3%
2021 Sat	x	0.7%	-5.1%	x	49.8%	20.0%	x	55.4%	51.8%	x	16.0%	16.0%
2026 AM	x	-4.0%	-4.4%	x	-5.7%	-7.7%	x	9.5%	5.3%	x	-4.9%	-7.1%
2026 PM	x	-10.8%	-13.4%	x	-12.4%	-13.3%	x	-1.4%	-1.7%	x	-13.3%	-14.5%
2026 Sat	x	-5.1%	-10.9%	x	40.1%	20.7%	x	46.3%	43.3%	x	9.2%	15.4%

Notes: PRC = Practical Reserve Capacity
Base = Base flows

Obs = Observed flows
Prop = Base + Proposed flows

Table 6.9 LINSIG Results Summary – Proposed Layout with a 144 Second Cycle Time PRC

Scenario	Speke Hall Rd			Evans Rd			Woodend Lane			Western Avenue		
	Obs	Base	Prop	Obs	Base	Prop	Obs	Base	Prop	Obs	Base	Prop
2016 AM	18.5%	11.6%	9.0%	21.7%	10.6%	3.0%	34.2%	29.0%	21.4%	13.2%	8.4%	3.5%
2016 PM	5.5%	1.2%	-1.1%	35.4%	22.6%	-0.7%	20.4%	13.9%	12.3%	5.5%	0.9%	-0.7%
2016 Sat	15.8%	6.6%	0.9%	84.9%	53.0%	31.5%	84.7%	71.1%	67.1%	19.5%	15.3%	15.3%
2021 AM	x	5.1%	5.9%	x	4.4%	0.6%	x	20.3%	16.1%	x	1.8%	2.0%
2021 PM	x	-3.5%	-6.3%	x	8.2%	-2.2%	x	7.1%	6.2%	x	-5.6%	-6.8%
2021 Sat	x	2.5%	-3.4%	x	33.8%	7.5%	x	59.9%	56.2%	x	12.0%	11.6%
2026 AM	x	2.0%	2.1%	x	0.2%	-2.8%	x	13.6%	9.3%	x	-2.8%	-3.4%
2026 PM	x	-11.6%	-11.7%	x	12.6%	-4.1%	x	0.8%	1.1%	x	-12.0%	-12.4%
2026 Sat	x	-3.0%	-9.2%	x	37.8%	10.7%	x	50.6%	47.6%	x	10.1%	10.6%

Notes: PRC = Practical Reserve Capacity
Base = Base flows

Obs = Observed flows
Prop = Base + Proposed flows

- 6.19 It should also be noted that it has been assumed within this assessment that 40% of traffic will be passby or diverted traffic, which is considered to be a robust assessment for a location such as this. Speke Boulevard is a strategic road carrying predominantly through traffic from the M62 to the airport and the south of Liverpool and in reality, the retail element of the trip generation will likely be made up of relatively few new trips on the network. As such, the actual impact on the highway network will be lower than is shown within this report.

Summary

- 6.20 In summary, it has been shown that the Woodend Avenue/Evans Road priority junction currently operates within capacity and will continue to do so in 2026 with the application site and all committed developments fully occupied.

- 6.21 The Speke Boulevard/Speke Hall Road/Speke Hall Avenue, Speke Boulevard/Evans Road/Longman Road and Speke Boulevard/Woodend Avenue/Western Avenue junctions all exceed their capacity in the observed peak periods. While the situation worsens in the base scenario, the additional impact resulting from the proposed development is negligible when compared to the base scenario.
- 6.22 Although physical amendments to the junctions are considered to be unachievable or out of scale with the impact of the development, it is proposed to provide an additional lane on Evans Road and increase the cycle time to 144 seconds. While this does not completely mitigate the impact of the development, it does provide some improvements.
- 6.23 It is also noted that the 40% reduction in trips to account for passby/diverted trips is robust as in reality the proportions are likely to be higher on a strategic route such as Speke Boulevard.
- 6.24 Overall, it is considered that there will be a negligible impact on the surrounding highway network

7. CONCLUSIONS

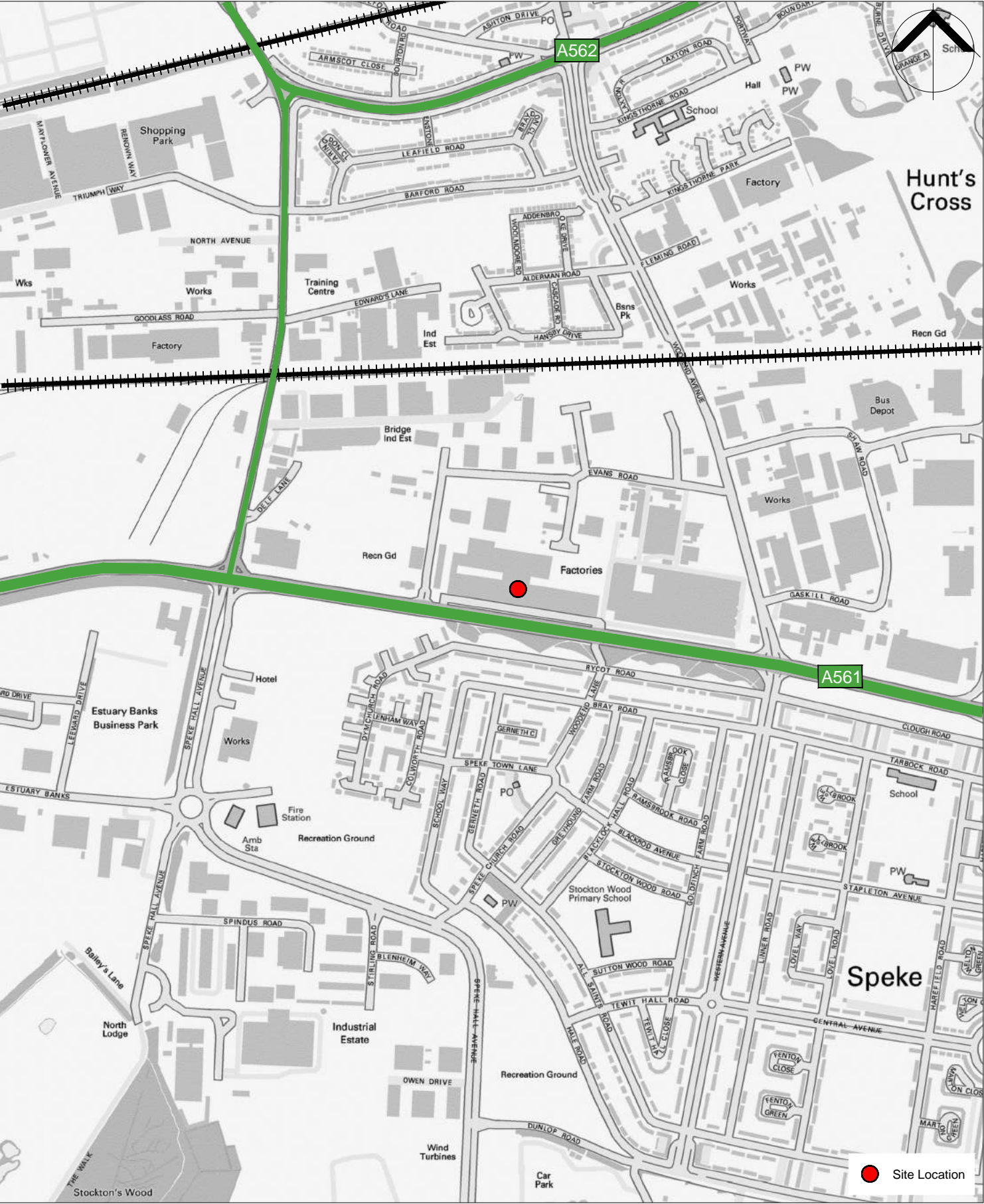
- 7.1 Icen Projects Ltd has been appointed by TJ Morris Ltd to provide transportation advice in relation to the proposed redevelopment of the former Rayware Site, Speke Boulevard, Liverpool. The proposal seeks to redevelop the former employment site to provide a mixed use development comprising retail and employment uses.
- 7.2 The scope of the TA has been agreed with LCC with regard to the study area, trip generation, trip distribution, passby/diverted trips and committed developments.
- 7.3 Car parking and cycle parking will be provided in accordance with the standards set out in the Liverpool City Council Parking Guidelines.
- 7.4 Vehicular access to the site will be via a new fully signalised junction to replace the existing priority junction. This will also include formal pedestrian and cycle crossing facilities across the site access, a new right turn lane on the eastbound carriageway.
- 7.5 Pedestrian access to the site is good with footways provided on all roads linking to the site and signalised pedestrian crossings at regular points across Speke Boulevard, including one adjacent to the site access.
- 7.6 Cycle access to the site is also good with a segregated cycleway running along Speke Boulevard on both sides of the road and connecting with other cycle routes to the north and south of Speke Boulevard connecting with residential areas.
- 7.7 The nearest bus stops to the site are located adjacent to the site on Speke Boulevard. These stops are served by 11 regular services as well as 4 other services that only operate at a frequency of 1 or 2 journeys per day. The 11 services provide approximately 25 buses per hour during the day. As such, the site is well located for access to many bus services across Liverpool.
- 7.8 The safety of the surrounding highway network has been assessed, which showed that a total of 46 personal injury accidents occurred in 5 years within the whole study area. The data has been analysed in detail, which showed that there are no underlying patterns or particular locations that raise particular safety concerns and there is nothing to suggest that the proposed development will lead to an increased risk of accidents occurring on the surrounding highway.
- 7.9 The main junctions on the surrounding highway network have been assessed and it has been shown that the proposed development will result in a negligible impact on the surrounding highway network. By providing an additional arm on Evans Road and increasing the cycle time across the

network to 144 seconds the capacity can be increased. It should also be noted that the proposed trip generation is robust given the assumption that 40% will be passby or diverted traffic.

- 7.10 Trip generation associated with a new retail development is rarely new to the highway network and on a strategic route such as Speke Boulevard it is considered that the actual proportion of new trips will be lower than assessed. As such, the impact on the surrounding highway will also be lower than outlined within this report.
- 7.11 Further to this, a comprehensive Framework Travel Plan has also been prepared for the site, which will reduce the impact further.
- 7.12 In conclusion the proposed redevelopment of the site is compatible with and supports national and local transport policies and would not give rise to any adverse transport impact which cannot be mitigated. It is therefore considered that there is no highway related reason why the development proposal should not be granted planning consent.

A1. SITE LOCATION PLAN

Iceni Projects accept no responsibility for any unauthorised amendments to this drawing. Only figured dimensions are to be worked to.



Client	TJ Morris Ltd.	Project No.	12-T088	Drawing No.	03
Project	Redevelopment of Former Rayware Site, Speke Boulevard, Liverpool	Scale @ A4	1:10,000	Date	03/06/13
Title	Site Location Plan	Drawn By	SS	Checked By	RJ
					SP
				08/04/2016	08/04/2016

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F +44 (0)20 3435 4228
mail@iceniprojects.com



A2. SCOPING DISCUSSIONS

RE: Home Bargains, Speke Boulevard

Taylor, Mike <Mike.Taylor@liverpool.gov.uk>

Thu 31/03/2016 09:21

To: Simon Possee <spossee@iceniprjects.com>;

Simon,

Sorry for the delay.

I'd included a couple of smaller sites in my analysis which on further examination are probably not relevant. I'm happy with the trip rates you are proposing.

Please let me know if you need any further information.

Regards

Mike

Mike Taylor | Principal Engineer

Liverpool City Council | Municipal Buildings | Dale Street | Liverpool | L2 2DH

T: 0151 233 0321 | E: mike.taylor@liverpool.gov.uk



From: Simon Possee [mailto:spossee@iceniprjects.com]

Sent: 23 March 2016 15:57

To: Taylor, Mike

Subject: RE: Home Bargains, Speke Boulevard

Mike,

TRICS outputs attached for the 85th percentile rank list rates for retail and business park and standard TRICS output for the drive thru given that these are all fast food and the current likely tenant is Starbucks. You can see the assumptions I have made in terms of site selection within the outputs.

I am currently working on the basis of 100% trip generation at the Evans Road site access and with the passby/diverted trips reassigned from Speke Boulevard to Evans Road at that junction, so a reduced straight ahead flow in both directions, but full development flows turning in and out of Evans Road both ways.

Thank you for confirming your acceptance of the Venture Point splits.

Kind regards,

Simon

Simon Possee BA (Hons)

Associate, Transportation

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Iceni Projects has been shortlisted for RTPI Planning Consultancy of the Year for the second consecutive year

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From: Taylor, Mike [mailto:Mike.Taylor@liverpool.gov.uk]

Sent: 23 March 2016 14:59

To: Simon Possee <spossee@iceniprojects.com>

Subject: RE: Home Bargains, Speke Boulevard

Simon,

Thank you for your response.

Can you send me the TRICS files you created to achieve the trip rates. I've only compared the retail trips but it still appears low compared to the rates from my analysis – can you confirm why certain sites have been omitted?

With regards passby/diverted trips I'm happy to agree certain assumptions but there shouldn't be a blanket removal from the trip generation rates. In reality, whether passby/diverted/linked they are still on the network and will be using the key access.

I'm OK with the 30/50/20 split for Venture Point.

Regards

Mike

Mike Taylor | Principal Engineer

Liverpool City Council | Municipal Buildings | Dale Street | Liverpool | L2 2DH

T: 0151 233 0321 | E: mike.taylor@liverpool.gov.uk



From: Simon Possee [<mailto:spossee@iceniprojects.com>]

Sent: 16 March 2016 16:27

To: Taylor, Mike

Subject: RE: Home Bargains, Speke Boulevard

Mike,

Thank you for your response. I have provided comments on this below and attached some revised data.

I would be grateful if you could confirm you are happy with these at your earliest convenience.

Any further questions let me know.

Kind regards,

Simon

Simon Possee BA (Hons)

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From: Taylor, Mike [<mailto:Mike.Taylor@liverpool.gov.uk>]

Sent: 15 March 2016 14:58

To: Simon Possee <spossee@iceniprojects.com>

Subject: RE: Home Bargains, Speke Boulevard

Simon,

Thank you for the information.

I'm afraid I'm not in a position to agree the trip rates you propose.

The network is most sensitive during the PM peak period and I disagree that retail parks excluding food is more appropriate. In addition I would require 85th percentile trip rates to ensure a robust assessment of the network and would suggest that TRICS be reassessed with a longer time period than the default in order to get a larger selection of sites. (I've carried out a quick analysis that included back to 2000 and although I didn't get the 20 sites recommended I think there are enough to get an acceptable rate). **I have looked 85th percentile rates including older sites and attach the resulting trip rates and flows along with a comparison between the average rates for the same sites. The 85th percentile rates are generally significantly higher than the average rates so it is hoped that these will be acceptable.**

I'm OK with the use of a business park rate but again would want an 85th percentile figure – there are more than enough within TRICS for this use. **I have looked 85th percentile rates and the resulting trip rates and flows are shown in the attached along with a comparison between the average rates for the same sites. The 85th percentile rates are generally significantly higher than the average rates so it is hoped that these will be acceptable. Please note that the retail PM Peak trip rate shown is an average of the 16:00-17:00 and 17:00-18:00 rates due to the observed peak hour being 16:30-17:30.**

I disagree that the drive-through café/restaurant would be ancillary to the site and would therefore require an 85th percentile rate adding; this is likely to generate primary trips during the AM period. I have calculated a trip rate, however, I propose to reduce this by 50% to reflect the fact that a significant proportion will be linked, passby and diverted trips. The TRICS data is attached.

With regards Venture Point I disagree with the 90% B8 assumption. These units are clearly designed primarily for B1/B2 use and so more robust trip rates are required. I have amended this to include 30% B1 office, 50% B1 light industrial and 20% B8. B1 rates are higher than B2 so this is considered to be in accordance with your request.

With regards the trip distribution I don't have the details and would need more information to agree the assumptions made. Have you used a basic gravity model? Yes, this is based on a basic gravity model, making assumptions about the number of dwellings served off each arm of the junctions and the likely routes all users of the site would take. Observed proportions are not considered appropriate due to the significant proportion of through traffic along Speke Boulevard not providing a reliable basis for development trip distribution.

With regards pass-by/diverted trips, I'm sure that you are aware that the TRICS 95/2 document has been superseded but notwithstanding that I am prepared to accept the figures. I assume that they will not be deducted from the site access analysis though. I am aware that this is an old report, however, the updated report does not provide similar updated data. The site access will include full development trips.

With regards future years I would expect a 10 year future scenario given the nature of the A561 Speke Boulevard. This can be included.

Can you clarify that there will not be a food retail use on any part of the development site? The proposal is for A1 bulky goods, not food retail

I'll need some detail with regards the long-term plans for the slip road alongside Speke Boulevard – this operates as a priority junction at the Pharmacy Road end and is clearly an issue. An indication of this will be provided within the application, however, some flexibility will be retained so as not to prejudice the employment site which is subject to outline permission. It will certainly be closed off at Pharmacy Road, however, a degree of flexibility needs to be retained as to the access(es) into the employment site when a full application for this is submitted.

If you need any further information let me know.

Regards

Mike Taylor | Principal Engineer

Liverpool City Council | Municipal Buildings | Dale Street | Liverpool | L2 2DH

T: 0151 233 0321 | E: mike.taylor@liverpool.gov.uk



From: Simon Possee [<mailto:spossee@iceniprojects.com>]

Sent: 15 March 2016 11:04

To: Taylor, Mike

Subject: RE: Home Bargains, Speke Boulevard

Mike,

TRICS output and layout plan attached. We will close the existing internal access road at the Pharmacy Road junction, but the precise form or location of this is yet to be decided, but will be clarified when the application is submitted. The Speke Boulevard/Evans Road junction is also subject to refinement once we have assessed the capacity, however, it is the intention to provide 2 lanes on Evans Road as shown.

At this stage, given the unfortunate delay in responding the trip rates are the most pressing so if you were able to come back to me on this prior to providing a more comprehensive response it would be much appreciated as I am under pressure to get the capacity assessments completed so we can get an idea of any other off-site works required.

Kind regards,

Simon

Simon Possee BA (Hons)

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From: Taylor, Mike [<mailto:Mike.Taylor@liverpool.gov.uk>]

Sent: 15 March 2016 10:15

To: Simon Possee <spossee@iceniprojects.com>

Subject: FW: Home Bargains, Speke Boulevard

Simon,

Can you also send me the TRICS output – it's not attached to the copy of the scoping note I've got.

Regards

Mike

Mike Taylor | Principal Engineer

Liverpool City Council | Municipal Buildings | Dale Street | Liverpool | L2 2DH

T: 0151 233 0321 | E: mike.taylor@liverpool.gov.uk



From: Taylor, Mike

Sent: 15 March 2016 10:14

To: 'Simon Possee'

Subject: RE: Home Bargains, Speke Boulevard

Simon,

Sorry for the delay but I've been on sick leave for the last two weeks and was only forwarded your scoping note today.

I'll get a response back to you ASAP but can you send me a copy of the latest layout plan to assist my response.

Regards

Mike

Mike Taylor | Principal Engineer

Liverpool City Council | Municipal Buildings | Dale Street | Liverpool | L2 2DH

T: 0151 233 0321 | E: mike.taylor@liverpool.gov.uk



From: Simon Possee [<mailto:spossee@iceniprojects.com>]

Sent: 10 March 2016 15:57

To: Taylor, Mike

Cc: Dingwall, Andy

Subject: RE: Home Bargains, Speke Boulevard

Mike,

Have you had a chance to review the scoping note yet? I am keen to progress with the junction assessments, but am reluctant to do so without having agreed the trip rates with you.

I would be grateful of any update you could give me on this.

Kind regards,

Simon

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From: Dingwall, Andy [<mailto:Andy.Dingwall@liverpool.gov.uk>]

Sent: 03 March 2016 16:19

To: Simon Possee <spossee@iceniprojects.com>

Subject: FW: Home Bargains, Speke Boulevard

Simon,

Thanks for your email regarding the above.

I'll ask my colleague, Mike Taylor, to review the scoping note you have provided. Hopefully, he will be able to respond to you next week with some initial comments.

The contact for traffic signals information is:-

Dave Smallwood (Divisional Manager - Liverpool UTC)

Liverpool Urban Traffic Control

Amey

t: 0151 233 0774

m: 07730196214

e: david.smallwood@amey.co.uk

Cunard Building | Water Street | Liverpool | Merseyside | L3 1QB

Regards,

Andy

Andy Dingwall | Team Leader – Highways & Transportation

Liverpool City Council | Municipal Buildings | Dale Street | Liverpool | L2 2DH

T: 0151 233 0322 | M: 07702 668415 | E: andy.dingwall@liverpool.gov.uk



From: Simon Possee [<mailto:spossee@iceniprojects.com>]

Sent: 03 March 2016 12:42

To: Dingwall, Andy

Subject: Home Bargains, Speke Boulevard

Andy,

Further to our meeting back in January, please find attached a scoping note for the development.

I trust this is acceptable to you, but please feel free to call to discuss if you have any queries/comments.

I will need to get signal layout drawings so would be grateful if you could confirm a contact for obtaining these.

Kind regards,

Simon

Simon Possee BA (Hons)

Associate, Transportation

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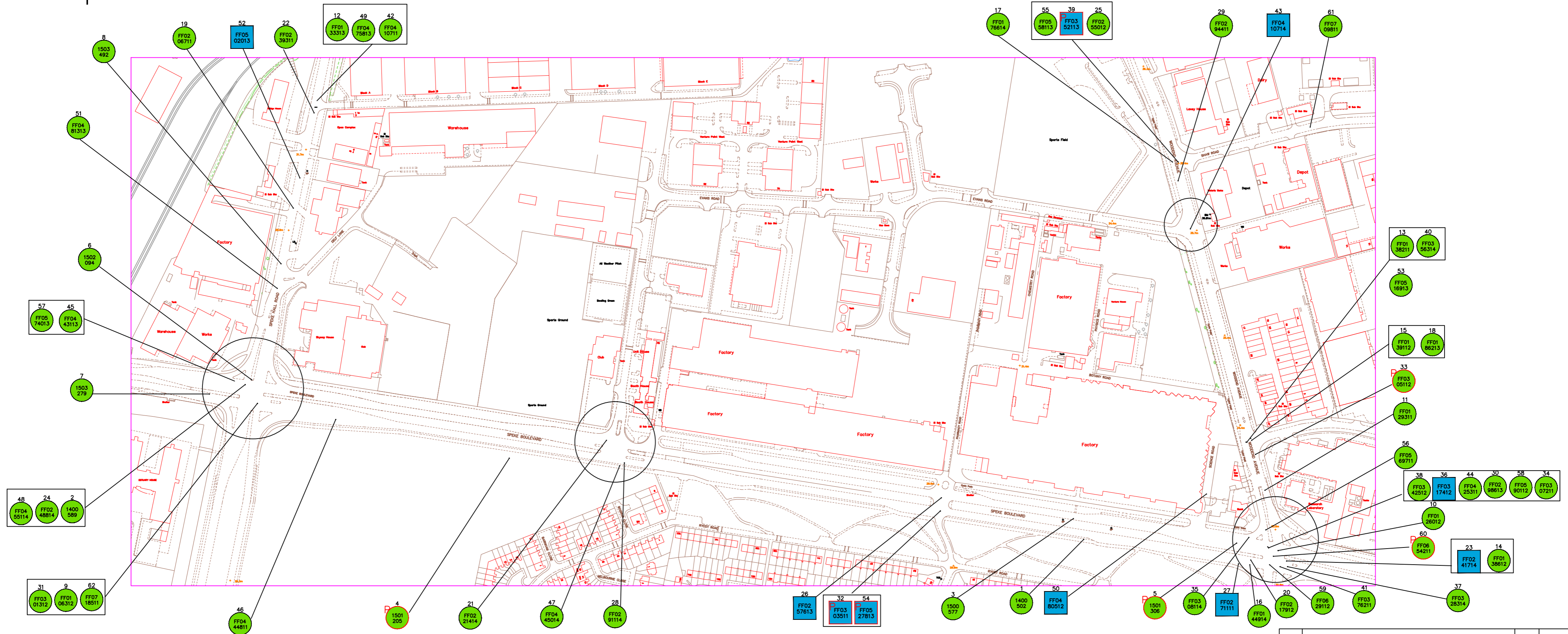
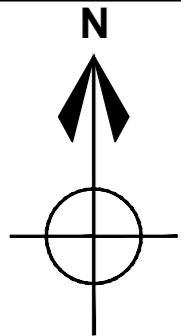
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A3. PERSONAL INJURY ACCIDENT DATA



Rev.	Addition/Amendment	By	Date
<div></div> <div>The City of Liverpool</div>			
<div>Liverpool City Council</div> <div>Liverpool City Council</div> <div>Highways & Transportation Services</div> <div>4th Floor, Cunard Building,</div> <div>Water Street, Liverpool L3 1DS</div>			
Drawing Status		Other Ref. OTHER_REF	
DRAFT		Scale NTS	
Title 5 years collision data up 31/12/15 Speke Boulevard Area			
Survey	Drawn by	Designed	Checked
Initial	MMC		Approved
Date	01.03.16		
Drawing Number			Rev. REV
DWG_NO			

Date: 14-March-2016

Time: 11:17:55

Title: **Speke Boulevard Area 5 years data up to 31/12/15**

Requested output: **D - Print Crash Report**

Date: 14-March-2016

There were 62 reported crashes resulting in injury

D-PRINT CRASH REPORT

14-Mar-2016

11:17:54

Speke Boulevard Area 5 years data up to 31/12/15

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
1	Road No A561 Section Grid 343342E Ref 383850N	SLIGHT	26/11/2014	4	10:00	L	Dry	Fine		S.VEH	
	3433420383850								Liverpool		
	One vehicle slight injury to driver RTC following a suspected medical episode. Reportable not recordable RTC. DVLA made aware of possible medical condition.						Veh1, car, E -> W			Casualties 1 Vehicles 1	
2	Road No A561 Section Grid 342454E Ref 384012N	SLIGHT	08/12/2014	2	13:00	L	Wet/Damp	Rain			
	3424540384012								Liverpool		
	VEHICLE 2 HAS CHANGED LANES TOO LATE AND FIRED TO JUDGE SPEED						Veh1, car, E -> W Veh2, car, E -> W			Casualties 1 Vehicles 2	
3	Road No A561 Section Grid 343331E Ref 383872N	SLIGHT	23/02/2015	2	18:15	DRK STL	Wet/Damp	Rain			GV
	SEGMENT SPEKE BOULEVARD								Liverpool		
	FOUR VEHICLE SLIGHT INJURY RTC. VEHICLES 4,3 AND 2 SLOW IN QUEING TRAFFIC. VEH001 BRAKES LAST MINUTE COLLIDING INTO THE REAR OF VEH002 WHICH IN TURN COLLIDES INTO VEH003 AND VEH003 INTO VEH004.						Veh1, car, E -> W Veh2, car, E -> W Veh3, goods < 3.5t, E -> W Veh4, car, W -> E			Casualties 4 Vehicles 4	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or
Obscured
RD WRKS Road Works

D-PRINT CRASH REPORT

14-Mar-2016

11:17:54

Speke Boulevard Area 5 years data up to 31/12/15

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
4	Road No A561 Grid 342733E Section Ref 383936N	SLIGHT	06/05/2015	4	08:37	L	Dry	Fine	E	S.VEH	M/C
	SEGMENT SPEKE ROAD								Liverpool		PED
	MOTORCYCLIST FILTERING THROUGH CENTRE OF TWO LANES OF STATIONARY TRAFFIC ON DUAL CARRIAGEWAY. PEDESTRIAN CROSSES ROAD AND FAILS TO SEE MOTORCYCLIST.						Veh1, m/cycle > 500cc, NE -> SW			Casualties 1 Vehicles 1	
5	Road No A561 Grid 343472E Section Ref 383898N	SLIGHT	15/05/2015	6	14:00	L	Dry	Fine	NW	S.VEH	
	HUDSON HOUSE SPEKE BOULEVARD								Liverpool		PED
	DRIVER ROLLS BACK ON ZEBRA CROSSING HITTING PEDESTRIAN. FAILS TO STOP						Veh1, car, E -> W			Casualties 1 Vehicles 1	
6	Road No A561 Grid 342460E Section Ref 384019N	SLIGHT	27/08/2015	5	06:45	L	Dry	Fine			P/C
	JUNCTION SPEKE HALL AVENUE and SPEKE ROAD								Liverpool		
	PEDAL CYCLIST HAS CLEARED GREEN LIGHT AND CROSSING JUNCTION. A UNKNOWN BLACK VEHICLE HAS TRAVELLED THROUGH JUNCTION TO HIS NEARSIDE AND COLLIDED WITH THE NEARSIDE OF THE PEDAL CYCLE AND FAILED TO STOP.						Veh1, car, N -> S Veh2, pedal cycle, W -> E			Casualties 1 Vehicles 2	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or
Obscured
RD WRKS Road Works

D-PRINT CRASH REPORT

14-Mar-2016

11:17:54

Speke Boulevard Area 5 years data up to 31/12/15

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
7	Road No U Section Grid 342415E Ref 384004N	SLIGHT	26/10/2015	2	14:15	L	Dry	Fine			PSV
	JUNCTION SPEKE HALL ROAD and SPEKE ROAD								Liverpool		
	ARRIVA NUMBER 82 DROPS OFF PASSENGERS. WHEN PULLING BACK OUT IS CUT ACROSS BY A WHITE FORD FIESTA CAUSING BUS DRIVER TO BRAKE SHARPLY. SEVERAL MEMBERS OF PUBLIC INJURED DUE TO THIS - CCTV AVAILABLE FROM BUS. DRIVER OF FIESTA DROVE OFF DESPITE BUS DRIVER FLASHING LIGHTS AND SOUNDING HIS HORN.						Veh1, car, W -> E Veh2, bus or coach, W -> E			Casualties 4 Vehicles 2	
8	Road No A5275 Section Grid 342491E Ref 384142N	SLIGHT	27/12/2015	1	11:45	L	Dry	Fine			PSV
	SEGMENT SPEKE HALL ROAD								Liverpool		
	V1 FAILS TO SLOW FOR STANDING TRAFFIC, ATTEMPTS AVOIDING ACTION BUT COLLIDES WITH VEHICLE IN FRONT AND AS SWERVES COLLIDES WITH ANOTHER VEHICLE HEAD ON FROM OPPOSITE DIRECTION.						Veh1, bus or coach, S -> N Veh2, car, S -> N Veh3, car, N -> S			Casualties 7 Vehicles 3	
9	Road No A561 Section Grid 342466E Ref 383994N	SLIGHT	06/01/2012	6	14:29	L	Wet/Damp	Rain			GV
	A561 Speke Boulevard At Junction With A562 Speke Hall Road, Liverpool, L24195/L25541								Liverpool		
	V1 Moves Off At Ats & Collides With Rear Of V2.						Veh1, car, W -> S Veh2, goods < 3.5t, W -> N			Casualties 1 Vehicles 2	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
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Special Conditions

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Speke Boulevard Area 5 years data up to 31/12/15

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
10	Road No A561 Section Grid 343548E Ref 383838N	SLIGHT	19/01/2012	5	20:30	DRK STL	Wet/Damp	Fine Wind			
	A561 Speke Boulevard At Junction With U Woodend Avenue, Liverpool, Merseyside, L24195/L24239									Liverpool	
	V1 Travelling Along Speke Boulevard Out Of The City, Lights Turn To Red And Vehicle Continues Through The Lights. V2 Turning Right From Woodend Avenue Onto Speke Boulevard. V1 Collides With Front Offside Of V2 Causing It To Spin.						Veh1, car, W -> E Veh2, car, N -> SW			Casualties 1 Vehicles 2	
11	Road No U Section Grid 343534E Ref 383902N	SLIGHT	21/01/2011	6	11:10	L	Wet/Damp	Fine			
	U Woodend Avenue 56 Metres North of A561 Speke Boulevard, Liverpool, L24239/L24195									Liverpool	
	V1 Stationary at Pedestrian Crossing, V2 Collides with Rear.						Veh1, car, NW -> SE Veh2, car, NW -> SE			Casualties 1 Vehicles 2	
12	Road No A562 Section Grid 342529E Ref 384308N	SLIGHT	01/02/2013	6	14:30	L	Wet/Damp	Rain		O/TAKE R.TURN	M/C
	A562 SPEKE HALL ROAD, at its Junction with Unclassified Road BRIDGE INDUSTRIAL ESTATE, LIVERPOOL, MERSEYSIDE, L24201/L24081									Liverpool	
	V1 TURNS RIGHT FROM MAIN ROAD IN SLOW MOVING TRAFFIC. V2 IS FILTERING ON OFF SIDE IN CENTRE LINE & COLLIDES WITH SIDE OF V1 AS IT PULLS OUT.						Veh1, car, S -> E Veh2, m/cycle > 500cc, S -> N			Casualties 1 Vehicles 2	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

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ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or
Obscured
RD WRKS Road Works

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Speke Boulevard Area 5 years data up to 31/12/15

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
13	Road No U Section Grid 343514E Ref 383953N	SLIGHT	29/01/2011	7	19:47	DRK STL	Dry	Fine			P/C
	U Woodend Avenue at Junction with U Gaskill Road, Liverpool, L24239/L24093										
	V2 (Cycle) Moves R into Path of V1. Collision Occurs.							Veh1, taxi, SE -> NW Veh2, pedal cycle, SE -> NW		Casualties Vehicles	1 2
14	Road No U Section Grid 343548E Ref 383838N	SLIGHT	23/01/2012	2	17:30	DRK STL	Dry	Fine			P/C
	U Woodend Avenue At Junction With A561 Speke Boulevard, Liverpool, L24259/L24195										
	V1 Passes V2 On N/S Waiting At Ats. F/S/P Opens Door Into Path Of V1. V1 Falls To C/W. V2 Leaves Scene.							Veh1, pedal cycle, N -> S Veh2, car, N -> S		Casualties Vehicles	1 2
15	Road No U Section Grid 343520E Ref 383955N	SLIGHT	25/01/2012	4	14:20	L	Wet/Damp	Fine			PSV
	U Gaskillroad Metres U Woodend Avenue, Liverpool, L24093/L24239										
	V1 Moves Off At Junc. Collides With Rear Of V2.							Veh1, bus or coach, E -> S Veh2, car, E -> S		Casualties Vehicles	1 2
16	Road No A561 Section Grid 343518E Ref 383823N	SLIGHT	04/02/2014	3	23:10	DRK STL	Wet/Damp	Rain Wind			P/C
	A561 SPEKE BOULEVARD, at its Junction with Unclassified Road WESTERN AVENUE, LIVERPOOL, MERSEYSIDE										
	V2 (P/CYCLE) TRAVELLING ALONG SPEKE BOULEVARD, V1 CLIPS THE REAR TYRE OF V2 CAUSING RIDER TO FALL, V1 F.T.S.							Veh1, car, E -> W Veh2, pedal cycle, E -> W		Casualties Vehicles	1 2

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

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ATS DEF Traffic Lights Defective
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Obscured
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Speke Boulevard Area 5 years data up to 31/12/15

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
17	Road No U Section Grid 343436E Ref 384250N	SLIGHT	26/02/2014	4	05:44	DRK STL	Dry	Fine			GV
	Unclassified Road WOODEND AVENUE, at its Junction with Unclassified Road SHAW ROAD, LIVERPOOL, MERSEYSIDE									Liverpool	
	V1 PULLS OUT OF JUNCT INTO THE PATH OF V2 COLISION OCCURS.						Veh1, goods < 3.5t, E -> W Veh2, goods < 3.5t, N -> S			Casualties Vehicles	2 2
18	Road No U Section Grid 343520E Ref 383955N	SLIGHT	14/03/2013	5	22:10	DRK STL	Wet/Damp	Fine			P/C
	Unclassified Road WOODEND AVENUE, at its Junction with Unclassified Road GASKILL ROAD, LIVERPOOL, MERSEYSIDE, L24239/L24093									Liverpool	
	V1 PULLS OUT OF GIVE WAY JUNCTION & COLLIDES WITH PASSING CYCLIST.						Veh1, car, E -> S Veh2, pedal cycle, N -> S			Casualties Vehicles	1 2
19	Road No A562 Section Grid 342504E Ref 384201N	SLIGHT	08/03/2011	3	16:00	L	Dry	Fine			
	A562 Speke Hall Road 70 Metres North of Delf Lane, Liverpool, L24201/L24999									Liverpool	
	V1 Travelling South on Speke Hall Road, Slows to Turn into Car Park, V2 Collides with Rear.						Veh1, car, NE -> SE Veh2, car, NE -> SW			Casualties Vehicles	1 2
20	Road No A561 Section Grid 343519E Ref 383828N	SLIGHT	13/03/2012	3	08:30	L	Dry	Fine			
	A561 Speke Boulevard At Junction With U Western Avenue, Liverpool, Merseyside, L24195/L24235									Liverpool	
	Collision Occurred In Outside Lane Of Dual Carriageway. Front Vehicle, V3 Came To Halt, V2 Stopped Directly Behind. V1 Fails To Stop In Time And Collides With Rear Of V2.						Veh1, car, E -> W Veh2, car, E -> W Veh3, car, E -> W			Casualties Vehicles	2 3

Key

Involved
 PED Pedestrian
 HGV Heavy Goods Vehicle
 GV Goods Vehicle
 M/C Motor Cycle
 P/C Pedal Cycle

Street Lighting

L Daylight
 STL Street Lights
 USL Street Lights Unlit
 NSL No Street Lights

FACTORS

+VE Positive Breath Test
 R.TURN Right Turn Manoeuvre
 O/TAKE Overtaking Manoeuvre
 S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
 ATS DEF Traffic Lights Defective
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Speke Boulevard Area 5 years data up to 31/12/15

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
21	Road No A561 Section Grid 342836E Ref 383955N	SLIGHT	01/04/2014	3	16:25	L	Dry	Fine			
	A561 SPEKE BOULEVARD, at its Junction with Unclassified Road EVANS ROAD, LIVERPOOL, MERSEYSIDE									Liverpool	
	V1 HAS COLLIDED WITH REAR OF V2 AT LOW SPEED.						Veh1, car, W -> E Veh2, car, W -> E			Casualties Vehicles	1 2
22	Road No A562 Section Grid 342526E Ref 384302N	SLIGHT	28/03/2011	2	09:27	L	Dry	Fine			
	A562 Speke Hall Road 300 Metres North of Speke Road, Liverpool, L24201/L24203									Liverpool	
	V1 (Pv) Un Pursuit with V2. V2 Loses Control & Collides with V3, V4 & V5.						Veh1, car, N -> S Veh2, car, N -> S Veh3, car, N -> S Veh4, car, S -> N Veh5, car, S -> N			Casualties Vehicles	3 5
23	Road No A561 Section Grid 343557E Ref 383827N	SERIOUS	11/04/2014	6	07:55	L	Dry	Fine			GVM/C
	A561 SPEKE BOULEVARD, at its Junction with Unclassified Road WESTERN AVENUE, LIVERPOOL, MERSEYSIDE									Liverpool	
	V2 DRIVER RLAISED IN WRONG LANE AND INDICATES, TRAFFIC LIGHTS CHANGE TO GREEN , V1 COLLIDED WITH V2.						Veh1, goods < 3.5t, E -> W Veh2, m/cycle 125 - 500cc, E -> W			Casualties Vehicles	1 2

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
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RD WRKS Road Works

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Speke Boulevard Area 5 years data up to 31/12/15

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
24	Road No A561 Section Grid 342453E Ref 384014N	SLIGHT	20/04/2014	1	18:28	L	Dry	Fine		O/TAKE R.TURN	M/C
	A561 SPEKE BOULEVARD, at its Junction with A562 SPEKE HALL ROAD, LIVERPOOL, MERSEYSIDE									Liverpool	
	V1 IS STOLEN MOTORCYCLE PASSING THROUGH JUNCTION ON RED ATS. V2 ON GREEN ATS HAS COMMENCED ACROSS INTENDED PATH OF V1. FRONT OF V1 COLLIDES WITH NEAR SIDE OF V2. RIDER OF V1 FLEES SCENE AS PILLION ON ANOTHER MOTORCYCLE.						Veh1, m/cycle > 500cc, W -> E Veh2, taxi, E -> N			Casualties 1 Vehicles 2	
25	Road No U Section Grid 343442E Ref 384250N	SLIGHT	30/03/2012	6	18:09	L	Dry	Fine		R.TURN	PSV
	U Woodend Avenue At Junction With U Shaw Road, Liverpool, Merseyside, L24239/L24186									Liverpool	
	V1 Is Chasing V2, Nudging It. V2 Spins Out Of Control And Collides With Oncoming V4. V1 Collides With V3.						Veh1, car, N -> S Veh2, car, N -> S Veh3, bus or coach, N -> S Veh4, car, S -> N			Casualties 1 Vehicles 4	
26	Road No A561 Section Grid 343191E Ref 383894N	SERIOUS	11/05/2013	7	08:20	L	Dry	Fine			GV M/C
	A561 SPEKE BOULEVARD, 15 metres north of Unclassified Road WOODEND LANE, LIVERPOOL, MERSEYSIDE, L24195/L24245									Liverpool	
	V1 TURNS RIGHT AT CENTRAL REFUGE ACROSS THE PATH OF V2. V2 COLLIDES WITH THE SIDE OF V1 CAUSING SIGNIFICANT DAMAGE TO BOTH VEHICLES.						Veh1, goods < 3.5t, S -> N Veh2, m/cycle 50 - 125cc, W -> E			Casualties 1 Vehicles 2	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

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Speke Boulevard Area 5 years data up to 31/12/15

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
27	Road No A561 Section Grid 343538E Ref 383841N	SERIOUS	15/04/2011	6	08:25	L	Dry	Fine		R.TURN	
	A561 Speke Boulevard at Junction with U Woodend Avenue, Liverpool, L24195/L24239								Liverpool		
	V1 (Pv) on Call. Enters Junc. Collides with V2.						Veh1, car, SE -> N Veh2, car, W -> E			Casualties Vehicles	3 2
28	Road No A561 Section Grid 342855E Ref 383931N	SLIGHT	20/05/2014	3	12:40	L	Dry	Fine			
	A561 SPEKE BOULEVARD, at its Junction with Unclassified Road LONGMAN DRIVE, LIVERPOOL, MERSEYSIDE								Liverpool		
	V1 COLLIDES WITH V2, V2 IS PUSHED INTO V3.						Veh1, car, E -> W Veh2, car, E -> W Veh3, car, E -> W			Casualties Vehicles	4 3
29	Road No U Section Grid 343442E Ref 384230N	SLIGHT	28/04/2011	5	12:40	L	Dry	Other		R.TURN	
	U Woodend Avenue at Junction with U Shaw Road, Liverpool, L24239/L24186								Liverpool		
	V2 Stationary Waiting to Turn Right, V1 Collides with Rear of V2.						Veh1, car, S -> E Veh2, car, S -> E			Casualties Vehicles	1 2
30	Road No A561 Section Grid 343543E Ref 383832N	SLIGHT	07/06/2013	6	15:32	L	Dry	Fine			
	A561 SPEKE BOULEVARD, at its Junction with Unclassified Road WESTERN AVENUE, LIVERPOOL, L24195/L24235								Liverpool		
	V2 SLOWS FOR RED ATS. V1 FAILS TO STOP. COLLIDES WITH REAR OF V2.						Veh1, car, E -> W Veh2, car, E -> W			Casualties Vehicles	1 2

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

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Speke Boulevard Area 5 years data up to 31/12/15

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
31	Road No A562 Section Grid 342466E Ref 383994N	SLIGHT	26/04/2012	5	16:30	L	Wet/Damp	Rain			P/C
	A562 Speke Hall Road At Junction With A561 Speke Boulevard, Liverpool, Merseyside, L25541/L24195								Liverpool		
	Child Cyclist Along Speke Boulevard Along The Pavement Citybound. Ats With Speke Hall Road, Cyclist States That Ats Was In Her Favour As She Crossed The Road She Alleged That She Was Struck By V1 Which Fts.						Veh1, car, S -> N Veh2, pedal cycle, E -> W			Casualties 1 Vehicles 2	
32	Road No A561 Section Grid 343190E Ref 383880N	SERIOUS	01/05/2011	1	21:00	L	Dry	Fine	U	S.VEH	PSV
	A561 Speke Boulevard at Junction with U Woodend Lane, Liverpool, L24195/L24245								Liverpool		PED
	Intoxicated Pedestrian Exits Bus and Falls to Floor, Bus Moves off and Runs over Pedestrian's Foot in Doing So.						Veh1, bus or coach, W -> E			Casualties 1 Vehicles 1	
33	Road No U Section Grid 343524E Ref 383940N	SLIGHT	17/02/2012	6	15:30	L	Wet/Damp	Rain	W	S.VEH	
	U Woodend Avenue 15 Metres South Of U Gaskill Road, Liverpool, Merseyside, L24239/L24093								Liverpool		PED
	V1 Driving Along Woodend Avenue Towards Speke Boulevard. V1 Passed The Junction With Gaskill Road, Approaching Pedestrian Crossing. Ats Shows Green For V1, Driver Proceeds Through & Crosses Into Lane Two. Whilst Driving Through Crossing, V1 Is Hit On Passenger Door. V1 Stops & Driver Alights And Sees Male Lying In The Road.						Veh1, car, N -> S			Casualties 1 Vehicles 1	

Key Involved

PED Pedestrian
 HGV Heavy Goods Vehicle
 GV Goods Vehicle
 M/C Motor Cycle
 P/C Pedal Cycle

Street Lighting

L Daylight
 STL Street Lights
 USL Street Lights Unlit
 NSL No Street Lights

FACTORS

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 R.TURN Right Turn Manoeuvre
 O/TAKE Overtaking Manoeuvre
 S.VEH Single Vehicle

Special Conditions

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Speke Boulevard Area 5 years data up to 31/12/15

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
34	Road No A561 Grid 343538E Section Ref 383841N	SLIGHT	06/05/2011	6	18:19	L	Dry	Fine		R.TURN	
	A561 Speke Boulevard at Junction with U Woodend Avenue, Liverpool, L24195/L24239								Liverpool		
	V1 (Pv on Call Turn R on Red Ats. V2 Fails to Stop and Give Way to V1. Collision Occurs.						Veh1, car, E -> N Veh2, car, W -> E			Casualties 2 Vehicles 2	
35	Road No A561 Grid 343517E Section Ref 383852N	SLIGHT	04/06/2014	4	13:40	L	Dry	Fine			HGV
	A561 SPEKE BOULEVARD, at its Junction with Unclassified Road WOODEND AVENUE, LIVERPOOL, MERSEYSIDE								Liverpool		
	V1 COLLIDES WITH REAR OF V2 AT JUNCTION.						Veh1, goods > 7.5t, W -> E Veh2, car, W -> E			Casualties 2 Vehicles 2	
36	Road No A561 Grid 343538E Section Ref 383841N	SERIOUS	12/05/2012	7	22:40	DRK STL	Dry	Fine			P/C
	A561 Speke Boulevard At Junction With U Woodend Avenue, Liverpool, Merseyside, L24195/L24239								Liverpool		
	V1 Travelling Out Of The City. V2 (Pedal Cycle) Enters Main Carriageway From Centre Towards Nearside And Is Struck By V1.						Veh1, car, W -> E Veh2, pedal cycle, SW -> NE			Casualties 2 Vehicles 2	
37	Road No A561 Grid 343558E Section Ref 383821N	SLIGHT	13/06/2014	6	05:45	L	Dry	Fine			HGV
	A561 SPEKE BOULEVARD, at its Junction with Unclassified Road WESTERN AVENUE, LIVERPOOL, MERSEYSIDE								Liverpool		
	V1 GOES THROUGH TRAFFIC LIGHTS AND COLLIDES WITH V2.						Veh1, car, N -> S Veh2, goods > 7.5t, E -> W			Casualties 1 Vehicles 2	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

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ATS DEF Traffic Lights Defective
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Speke Boulevard Area 5 years data up to 31/12/15

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
38	Road No A561 Section Grid 343538E Ref 383841N	SLIGHT	28/05/2012	2	15:57	L	Dry	Fine			P/C
	A561 Speke Boulevard At Junction With U Woodend Avenue, Liverpool, Merseyside, L24195/L24239								Liverpool		
	V1 (Pedal Cycle) Is Travelling Along Designated Cycleway, Cyclist Then Brakes Late As He Is Approaching Giveway Markings On Cycleway And Collides With Nearside Of V2.						Veh1, pedal cycle, N -> S Veh2, car, W -> N			Casualties Vehicles	1 2
39	Road No U Section Grid 343442E Ref 384250N	SERIOUS	16/07/2013	3	14:40	L	Dry	Fine	Stand	S.VEH R.TURN	
	Unclassified Road WOODEND AVENUE, at its Junction with Unclassified Road SHAW ROAD, LIVERPOOL, MERSEYSIDE, L24239/L24186								Liverpool		PED
	V1 TURNING RIGHT FROM SHAW ROAD ONTO WOODEND AVENUE COLLIDES WITH PEDESTRIAN.						Veh1, car, E -> N			Casualties Vehicles	1 1
40	Road No U Section Grid 343515E Ref 383953N	SLIGHT	07/07/2014	2	10:35	L	Dry	Fine		R.TURN	P/C
	Unclassified Road GASKILL ROAD, 15 metres east of Unclassified Road WOODEND AVENUE, SPEKE, LIVERPOOL,, MERSEYSIDE,								Liverpool		
	V-1 HAS TURNED RIGHT ACROSS PATH OF V-2 A PEDAL CYCLIST AND COLLISION OCCURED.						Veh1, car, E -> W Veh2, pedal cycle, W -> E			Casualties Vehicles	1 2
41	Road No A561 Section Grid 343550E Ref 383821N	SLIGHT	26/05/2011	5	23:12	DRK STL	Dry	Fine			
	A561 Speke Boulevard at Junction with U Western Avenue, Liverpool, Merseyside, L24195/L24235								Liverpool		
	V1 and V2 Collide at Junction.						Veh1, car, E -> W Veh2, car, N -> S			Casualties Vehicles	1 2

Key

Involved
 PED Pedestrian
 HGV Heavy Goods Vehicle
 GV Goods Vehicle
 M/C Motor Cycle
 P/C Pedal Cycle

Street Lighting

L Daylight
 STL Street Lights
 USL Street Lights Unlit
 NSL No Street Lights

FACTORS

+VE Positive Breath Test
 R.TURN Right Turn Manoeuvre
 O/TAKE Overtaking Manoeuvre
 S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
 ATS DEF Traffic Lights Defective
 SIGNS Road Signs Defective or
 Obscured
 RD WRKS Road Works

D-PRINT CRASH REPORT

14-Mar-2016

11:17:54

Speke Boulevard Area 5 years data up to 31/12/15

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
42	Road No A562 Section Grid 342527E Ref 384308N	SLIGHT	06/07/2011	4	09:50	L	Wet/Damp	Fine		R.TURN	
	A562 Speke Hall Road 210 Metres South of Edwards Lane, Liverpool, L24201/L24081								Liverpool		
	V2 Slows to Turn R. V1 Fails to Stop for V2. Collides with Rear of V2.						Veh1, car, S -> N Veh2, car, S -> E			Casualties Vehicles	1 2
43	Road No U Section Grid 343455E Ref 384179N	SERIOUS	14/08/2014	5	23:20	DRK STL	Wet/Damp	Fine		R.TURN	M/C
	Unclassified Road WOODEND AVENUE, at its Junction with Unclassified Road EVANS ROAD, LIVERPOOL, MERSEYSIDE								Liverpool		
	V2 TURNS RIGHT ACROSS THE PATH OF V1, COLLISION OCCURS, V1 UNREGISTERED OFF ROAD M/C WITHOUT LIGHTS						Veh1, m/cycle 125 - 500cc, S -> N Veh2, car, N -> W			Casualties Vehicles	2 2
44	Road No A561 Section Grid 343538E Ref 383841N	SLIGHT	13/07/2011	4	14:05	L	Dry	Fine			GV
	A561 Speke Boulevard at Junction with U Woodend Avenue, Liverpool, L24195/L24239								Liverpool		
	V1 Fails to Stop for V2 Waiting at Ats Head. Collides with Rear of V2. V2 Collides with V3.						Veh1, goods < 3.5t, W -> E Veh2, taxi, W -> E Veh3, car, W -> E			Casualties Vehicles	6 3
45	Road No A561 Section Grid 342422E Ref 384017N	SLIGHT	26/09/2013	5	14:30	L	Dry	Fine			
	A561 SPEKE ROAD, at its Junction with A562 SPEKE HALL ROAD, LIVERPOOL, L24203/L24201								Liverpool		
	V3 COLLIDES WITH REAR OF V2 WAITING AT ATS AHEAD. V2 COLLIDES WITH V1.						Veh1, car, W -> E Veh2, car, W -> E Veh3, car, W -> E			Casualties Vehicles	1 3

Key

Involved
 PED Pedestrian
 HGV Heavy Goods Vehicle
 GV Goods Vehicle
 M/C Motor Cycle
 P/C Pedal Cycle

Street Lighting

L Daylight
 STL Street Lights
 USL Street Lights Unlit
 NSL No Street Lights

FACTORS

+VE Positive Breath Test
 R.TURN Right Turn Manoeuvre
 O/TAKE Overtaking Manoeuvre
 S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
 ATS DEF Traffic Lights Defective
 SIGNS Road Signs Defective or
 Obscured
 RD WRKS Road Works

D-PRINT CRASH REPORT

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11:17:54

Speke Boulevard Area 5 years data up to 31/12/15

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
46	Road No A561 Section Grid 342549E Ref 383977N	SLIGHT	24/07/2011	1	05:40	L	Dry	Fine			
	A561 Speke Boulevard at Junction with U Speke Hall Avenue, Liverpool, L24195/L24199										
	V1 Fails to Stop for Red Lts. Enters Path of V2. Collision Occurs.						Veh1, car, S -> N Veh2, car, W -> E			Casualties Vehicles	2 2
47	Road No A561 Section Grid 342850E Ref 383928N	SLIGHT	28/08/2014	5	20:15	L	Dry	Fine			
	A561 SPEKE BOULEVARD, at its Junction with Unclassified Road LONGMAN DRIVE, LIVERPOOL, MERSEYSIDE									Liverpool	
	V2 DRIVING ALONG SPEKE BOULEVARD WHEN V1 COLLIDES WITH V2.						Veh1, taxi, S -> N Veh2, car, S -> N			Casualties Vehicles	1 2
48	Road No A561 Section Grid 342452E Ref 384008N	SLIGHT	16/09/2014	3	21:48	DRK STL	Dry	Fine			
	A561 SPEKE BOULEVARD, at its Junction with Unclassified Road SPEKE HALL AVENUE, LIVERPOOL, MERSEYSIDE									Liverpool	
	V1 HAS APPROACHED THE TRAFFIC LIGHTS ON AMBER ALONG THE BOULEVARD AND CONTINUED INTO JUNCTION. V2 CONTRAVENES RED LIGHT ON SPEKE HALL AVENUE AND COLLISION OCCURS.						Veh1, car, W -> E Veh2, car, S -> N			Casualties Vehicles	1 2

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or
Obscured
RD WRKS Road Works

D-PRINT CRASH REPORT

14-Mar-2016

11:17:54

Speke Boulevard Area 5 years data up to 31/12/15

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
49	Road No A502 Section Grid 342528E Ref 384308N	SLIGHT	15/10/2013	3	10:20	L	Wet/Damp	Fine			M/C
	A502 SPEKE HALL ROAD, 210 metres south of Unclassified Road EDWARDS LANE, LIVERPOOL, L24201/L24081								Liverpool		
	V2 LOSES CONTROL & COLLIDES WITH REAR OF V2 TURNING L AHEAD. COLLIDES WITH REAR OF V1.						Veh1, m/cycle 50 - 125cc, N -> S Veh2, car, N -> S			Casualties Vehicles	1 2
50	Road No A561 Section Grid 343504E Ref 383846N	SERIOUS	29/08/2012	4	15:33	L	Wet/Damp	Rain			GV M/C
	A561 Speke Boulevard 200 Metres East Of Woodend Avenue, Liverpool, Merseyside, L24195/L24239								Liverpool		
	V1 Changes Lane And Makes Contact With V2. V2 Collides Into Rear Of V3. V1 Fts.						Veh1, goods < 3.5t, E -> W Veh2, m/cycle > 500cc, E -> W Veh3, goods < 3.5t, E -> W			Casualties Vehicles	1 3
51	Road No A562 Section Grid 342487E Ref 384116N	SLIGHT	24/10/2013	5	05:43	DRK STL	Dry	Fine			
	A562 SPEKE HALL ROAD, at its Junction with Unclassified Road DELF LANE, LIVERPOOL, L24201/L24999								Liverpool		
	V1 PERFORMS UTURN INTO PATH OF V2 (MCYCLE). V2 FALLS TO C/W.						Veh1, car, S -> S Veh2, car, N -> S			Casualties Vehicles	1 2

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or
Obscured
RD WRKS Road Works

D-PRINT CRASH REPORT

14-Mar-2016

11:17:54

Speke Boulevard Area 5 years data up to 31/12/15

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
52	Road No A562 Section Grid 342511E Ref 384233N	SERIOUS	06/11/2013	4	12:30	L	Wet/Damp	Fine			
	A562 SPEKE HALL ROAD, 100 metres north of Unclassified Road DELF LANE, LIVERPOOL, MERSEYSIDE, L24201/L24999								Liverpool		
	V1 FAILS TO STOP IN TIME & COLLIDES WITH V2 WHICH THEN COLLIDES WITH V3.						Veh1, car, N -> S Veh2, car, N -> S Veh3, car, N -> S			Casualties 2 Vehicles 3	
53	Road No U Section Grid 343519E Ref 383957N	SLIGHT	16/11/2013	7	17:30	DRK STL	Dry	Fine			P/C
	Unclassified Road WOODEND AVENUE, at its Junction with Unclassified Road GASKELL ROAD, LIVERPOOL, L24259/L24093								Liverpool		
	V1 TURNS L. FAILS TO GIVE WAY TO V2 (CYCLE) COLLISION OCCURS.						Veh1, car, E -> S Veh2, pedal cycle, N -> S			Casualties 1 Vehicles 2	
54	Road No A561 Section Grid 343190E Ref 383880N	SERIOUS	22/11/2013	6	17:55	DRK STL	Dry	Fine	W	S.VEH	PSV
	A561 SPEKE BOULEVARD, at its Junction with Unclassified Road WOODEND AVENUE, LIVERPOOL, L24195/L24245								Liverpool		PED
	PED ATTEMPTS TO BOARD V1 (BUS) V1 MOVES OFF & COLLIDES WITH PED.						Veh1, bus or coach, E -> W			Casualties 1 Vehicles 1	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or
Obscured
RD WRKS Road Works

D-PRINT CRASH REPORT

14-Mar-2016

11:17:54

Speke Boulevard Area 5 years data up to 31/12/15

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
55	Road No U Section Grid 343442E Ref 384250N	SLIGHT	13/12/2013	6	17:41	L	Wet/Damp	Other		R.TURN	GV PSV
	Unclassified Road WOODEND AVENUE, at its Junction with Unclassified Road SHAW ROAD, LIVERPOOL, L24239/L24186								Liverpool		
	V2 (BUS) FLASHES V1 TO MAKE HIS PRESENCE KNOWN. V1 PULLS OUT. COLLISION OCCURS.						Veh1, goods < 3.5t, E -> N Veh2, bus or coach, N -> S			Casualties Vehicles	2 2
56	Road No A561 Section Grid 343535E Ref 383860N	SLIGHT	06/10/2011	5	10:00	L	Wet/Damp	Rain Wind			HGV
	A561 Speke Boulevard at Junction with U Woodend Avenue, Liverpool, Merseyside, L24195/L24239								Liverpool		
	V1 & V2 Police Vehicles on Initial Pursuit Driving Course Approach Junction. V4 Travelling Along Speke Boulevard Stops to Allow Police Vehicles across Junction Where V3 Collides with Rear of V4.						Veh1, car, N -> E Veh2, car, N -> E Veh3, goods > 7.5t, E -> W Veh4, car, E -> W			Casualties Vehicles	1 4
57	Road No A561 Section Grid 342422E Ref 384017N	SLIGHT	23/12/2013	2	13:40	L	Wet/Damp	Rain			
	A561 SPEKE ROAD, at its Junction with A562 SPEKE HALL ROAD, LIVERPOOL, L24203/L25541								Liverpool		
	V2 FAILS TO STOP FOR V1 WAITING AT ATS AHEAD. V2 LEAVES SCENE.						Veh1, car, W -> E Veh2, car, W -> E			Casualties Vehicles	1 2

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
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Obscured
RD WRKS Road Works

D-PRINT CRASH REPORT

14-Mar-2016

11:17:54

Speke Boulevard Area 5 years data up to 31/12/15

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
58	Road No A561 Section Grid 343506E Ref 383824N	SLIGHT	11/11/2012	1	14:45	L	Wet/Damp	Rain			HGV
	A561 Speke Boulevard At Junction With A562 Speke Hall Road, Liverpool, Merseyside, L24195/L25541								Liverpool		
	V1 Moving From Lane Two Into One Collides With V2 Pushing V2 Into Opposing Carriageway. V3 Brakes Sharply To Avoid V2, And Rear Seat Passenger Sustains Minor Injuries.						Veh1, goods > 7.5t, E -> W Veh2, car, E -> W Veh3, car, W -> E			Casualties 1 Vehicles 3	
59	Road No A561 Section Grid 343539E Ref 383823N	SLIGHT	07/12/2012	6	19:10	DRK STL	Wet/Damp	Fine			
	A561 Speke Boulevard At Junction With U Western Avenue, Liverpool, Merseyside, L24195/L24235								Liverpool		
	V1 Contravenes A Red Ats And Collides With V2 Mid Junct.						Veh1, car, E -> W Veh2, car, S -> N			Casualties 1 Vehicles 2	
60	Road No A561 Section Grid 343537E Ref 383842N	SLIGHT	18/11/2011	6	05:15	DRK STL	Dry	Unknown	U	S.VEH	
	A561 Speke Boulevard at Junction with U Woodend Avenue, Liverpool, Merseyside, L24195/L24239								Liverpool		PED
	Pedestrian Jumps out of Way of Oncoming Vehicle and is Injured.						Veh1, car, W -> E			Casualties 1 Vehicles 1	
61	Road No U Section Grid 343582E Ref 384287N	SLIGHT	12/12/2011	2	05:47	DRK STL	Wet/Damp	Rain			
	U Shaw Road 150 Metres East of Woodend Avenue, Liverpool, Merseyside, L24186/L24239								Liverpool		
	V1 Pulls out and Collides with V2. V2 Flips onto Roof. Driver of V1 Runs Off.						Veh1, car, W -> E Veh2, car, W -> E			Casualties 1 Vehicles 2	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

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ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or
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D-PRINT CRASH REPORT

14-Mar-2016

11:17:54

Speke Boulevard Area 5 years data up to 31/12/15

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
62	Road No A561 Grid 342466E Section Ref 383994N	SLIGHT	21/12/2011	4	17:00	L	Wet/Damp	Rain			
	A561 Speke Boulevard at Junction with A562 Speke Hall Road, Speke, Liverpool, L24195/L25541								Liverpool		
	Slow Moving Traffic ahead and V1 Has Slowed Down, V2 Has then Applied the Brakes but Collided into the Rear of V1.						Veh1, car, S -> N Veh2, car, S -> N			Casualties 3 Vehicles 2	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
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Obscured
RD WRKS Road Works