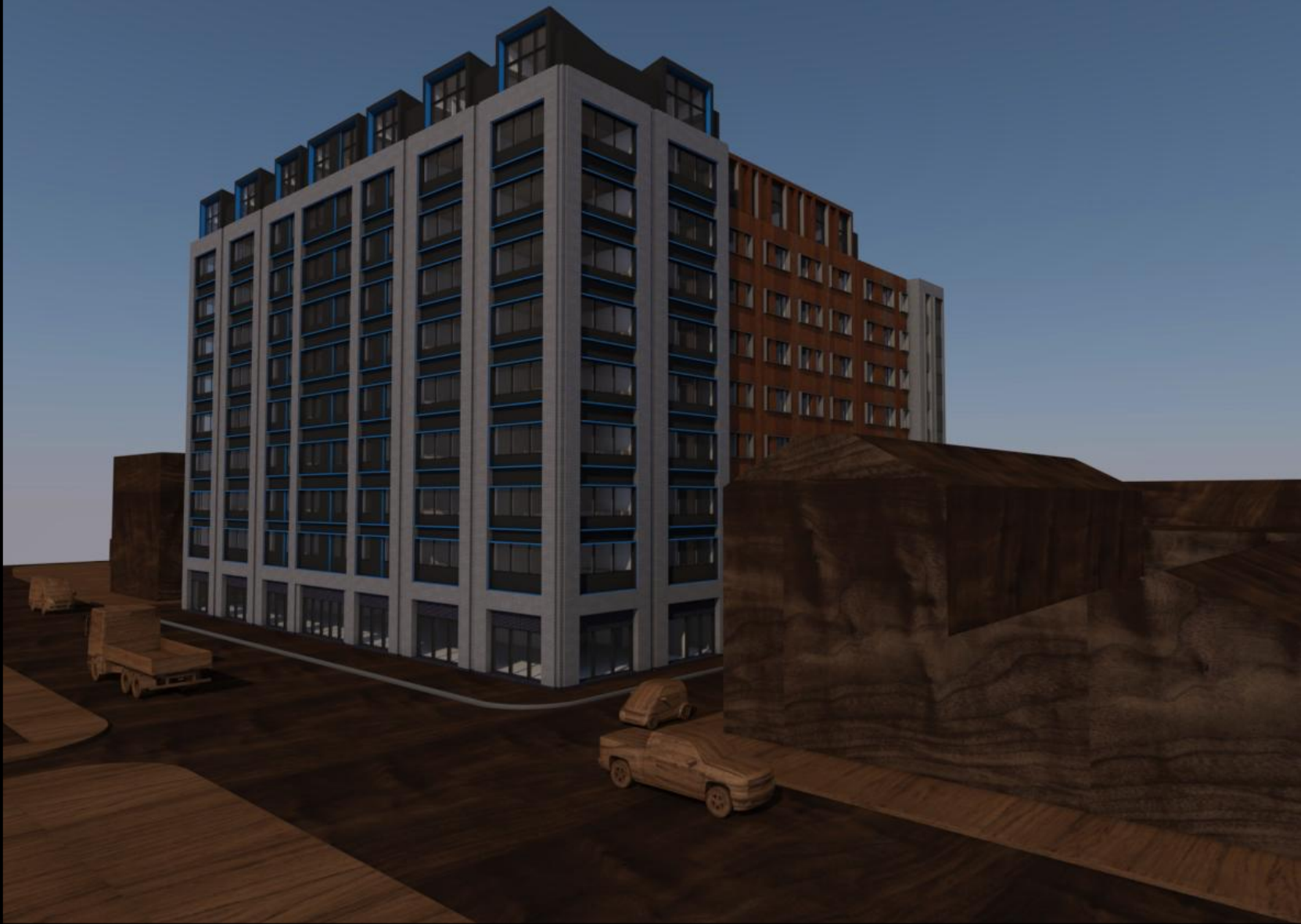


Transport Statement

L3



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Contents

Section Name	Page
Transport Statement	3000
Contents	3001
Introduction; Existing Conditions; Local Highways & Road Safety	3002
Local Highways & Road Safety	3003
Proposed Development; Parking & Servicing	3004
Proposed Access & Servicing	3005
Sustainable Transport Appraisal: Pedestrian Accessibility	3006
Cycles & Public Transport	3007
New Movement related to the Development; Summary & Conclusions	3008
Back Cover	3009

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Introduction

This report has been prepared on behalf of Vauxhall Developments Ltd to inform the Local Highway Authority, Liverpool City Council, of the transport and highways implications of redeveloping a parcel of land located between the A5038 Vauxhall Road, Naylor Street, Gladstone Street and Freemasons Row.

The site is shown in both the wider context and as part of the local highway network in the illustrations opposite:

The application for is for a total of 134 apartments and associated car and cycle parking, with commercial units on the ground floor.

The application has been subject to a number of pre-application meetings to discuss various issues. Those relevant to highways and transportation include; car parking, cycle parking, financial contributions and the future development of the area. As the proposals of the site have evolved, the proposed level of on-site car parking has increased, and the ratio of parking has been reviewed

The site is part of a wider area which will be subject to a regeneration plan, currently being prepared by Liverpool City Council.

This Transport Statement will:

- describe the current site use;
- establish the existing site conditions;
- discuss the proposed development;
- assess the potential traffic generation;
- examine the level of on-site car parking/ access arrangements; and,
- investigate the sustainability and accessibility of the site.

Existing Conditions

The site comprises of a piece of land approximately 1830m² in size located on the edge of Liverpool city centre to the north of A5036 Leeds Street, as shown in the areas highlighted above. It is bounded by A5038 Vauxhall Road to the west, St Bartholomew Road to the East, Paul Street to the north and Oriel Street to the south.

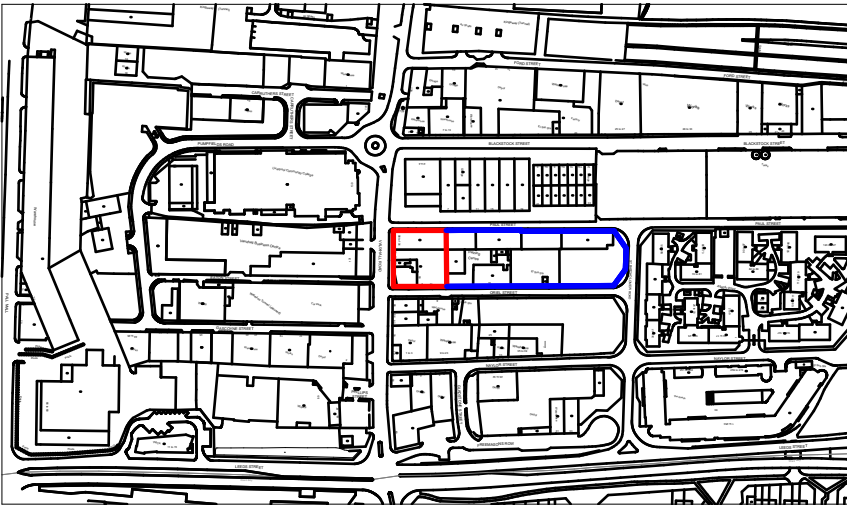
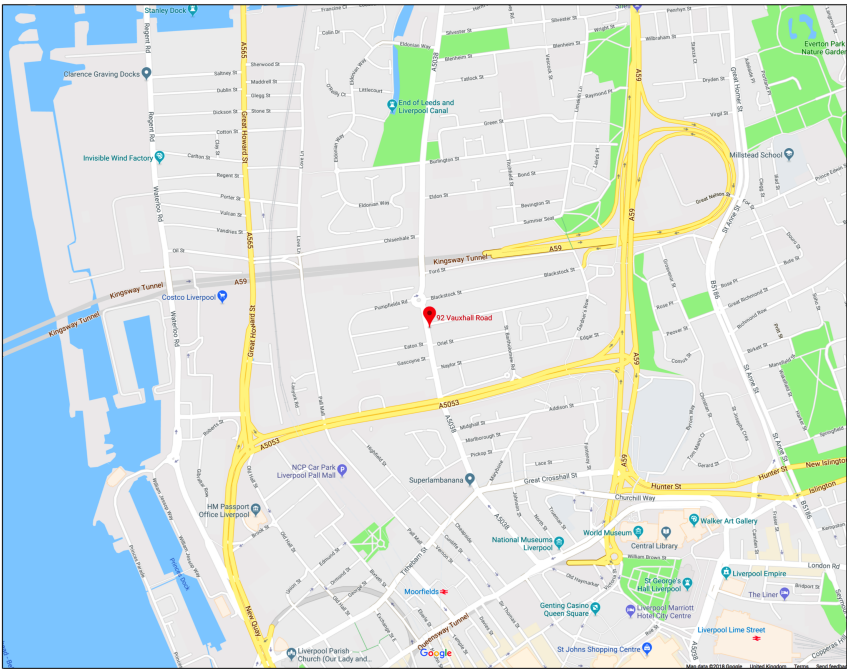
The site is currently occupied by a mixture of commercial and industrial uses. A shop is located fronting onto Vauxhall Rd, with some small industrial units along Oriel St to the south. There are areas of hardstanding to the north and east of the site.

An area of hardstanding to the east of the site is used as informal car parking for an unknown number of cars and is accessed directly off St Bartholomew Road.

The existing land uses along the A5038 Vauxhall Road are a shop frontage, City of Liverpool College located just 180m to the north of the site.

The land uses along Paul St are currently commercial/light industrial but the site has been recently cleared in readiness for the next development. Prior to this the site was occupied by a forklift repair and maintenance business with a small area of surface parking accessed directly via dropped kerb from Paul Street. This is still in use as an unofficial parking facility for the site operatives and will be throughout the course of any subsequent building works.

To the south of the site along Oriel Street are a number of light industrial units which have their own in curtilage parking of an unknown quantity which is currently accessed directly from Oriel St via a series of dropped kerbs and garage doors to no detrimental effect.



Local Highway Network

A5038 Vauxhall Road runs in a north-south alignment connecting Vauxhall with Liverpool City Centre. Paul & Oriel Streets are two way roads that run perpendicular to A5038 Vauxhall Road and serves industrial uses to the north of the site. St Bartholomew Rd is a 2 way street which runs parallel with the A5038 Vauxhall Rd between Paul St and A5053 Leeds Street, with vehicles primarily travelling in a north to south orientation past the site. Paul Street and Oriel Street connect Vauxhall and St Bartholomew Roads.

A5038 Vauxhall Road is subject to Traffic Regulation Orders along its entirety. There are 'No Waiting' restrictions along the western side of the carriageway from A5053 Leeds Street in the south to Pumpfields Road in the north. There are single yellow lines along the carriageway of Vauxhall Rd from Naylor Street in the south to Paul Street in the north.

To the north of the site is a 4 way roundabout on Vauxhall Rd, and further south of the site the junction of A5038 Vauxhall Road/A5036 Leeds Street forms a four arm signalised junction. The A5038 Vauxhall Road approach to the junction is formed of two lanes; there is a straight on and left lane combined and a right turn only lane.

This junction forms the primary pedestrian crossing point between the site and the city centre in the form of a signalised crossing over A5038 Vauxhall Road and A5036 Leeds Street. There are signalised crossing facilities on all four-arms of the junction. In addition, there is an signalised pedestrian crossing at the end of St Bartholomew Road which also allows safe access to the city centre across Leeds St from the site.

This signalised crossing at A5038 Vauxhall Road / A5036 Leeds Street provides prospective residents of the site to safely join routes that lead to Liverpool City Centre to the west via footways on the A5053 Leeds Street and to the south on A5038 Vauxhall Road. There are wide footways around the development site along the surrounding highway network at Vauxhall Road, Paul Street, Oriel St and St Bartholomew Road. At various points on the surrounding footways there are dropped kerbs and tactile paving to aid pedestrians crossing the road.

On-road cycle lanes are evident on both sides of the carriageway along A5038 Vauxhall Road which continue south towards the City Centre and north into Vauxhall.

Road Safety

The road safety record of the local highway network has been examined within the most recently available 5 year period (June 2011 – June 2016). Accident data has been summarised below.

The road safety record shows that there were a total of 9 incidents, 8 of which were slight severity and one of which was serious severity. One of the incidents was located at the junction of Naylor Street and A5038 Vauxhall Road; the remainder were located at A5038 Vauxhall Road / A5053 Leeds Street junction.

All of the incidents were involving only 2 vehicles; none involved pedestrians or cyclists

The planning application is for the phase I of the redevelopment of land off A5038 Vauxhall Road bounded by Paul Street, Oriel Street and St Bartholomew Road from the existing commercial and light industrial uses, to residential dwellings with commercial units on the ground floor

4nr 3 Bed Penthouse [average size at 100sqm];
8nr 2 Bed Penthouse [average size at 78sqm];
54nr 2 Bed Apartments [average size at 65sqm];
68nr 1 Bed apartments [average size at 45sqm].

A Site Plan has been produced with the ground floor incorporated and is shown opposite:

The development will also provide cycle parking at an increased rate of 112% (152nr)
As part of the development, a contribution will be made as part of a S106 Agreement to extend the City Centre Controlled Parking Zone.

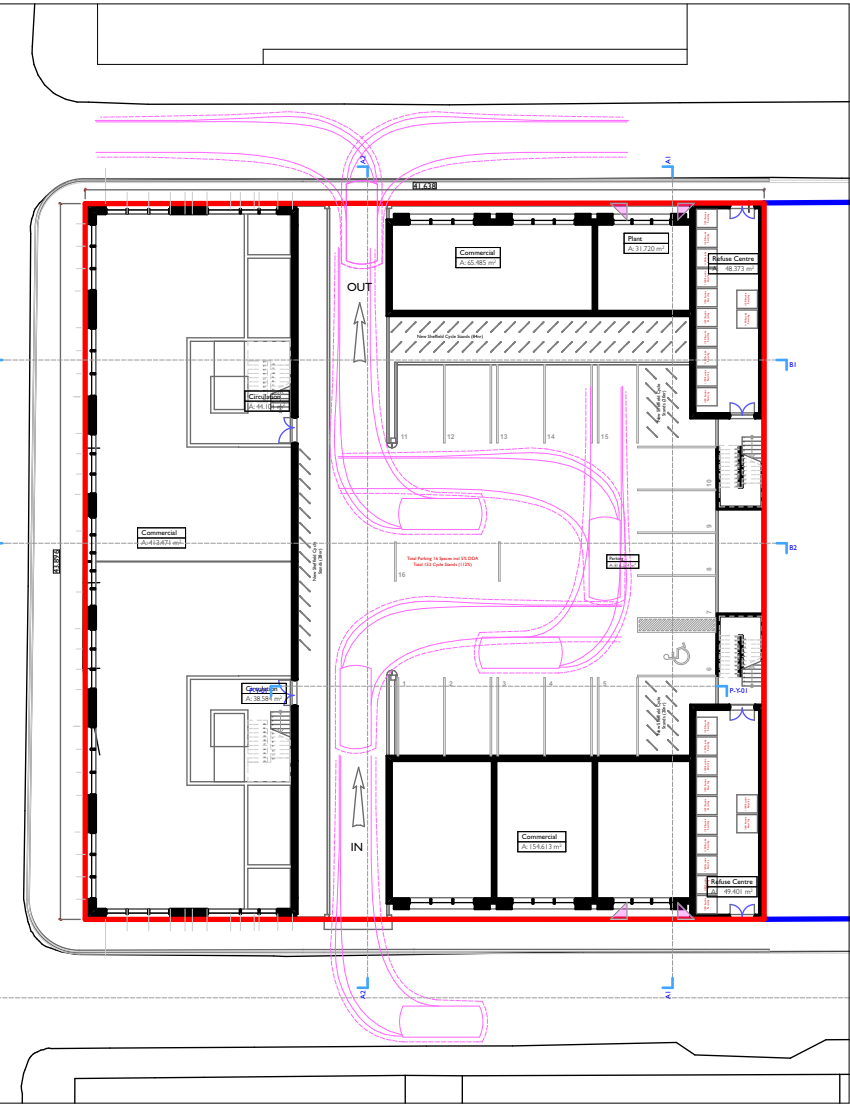


Proposed Access Arrangements

Vehicular Access to the car park will be provided from the South of the site via Oriol Street and to the North of the site via Paul St. Its proposed that this will be on an in-out basis as indicated on the plan. Pedestrian Visibility is indicated in pink below.

Sweep path analysis has been undertaken at the site access on both Paul St and Oriol Street which demonstrates that the movement of a car can be accommodated safely – also shown below

Given that the site is currently accessed at these locations by vehicles for parking and there have been no recorded accidents involving pedestrians at these locations, nor in the wider vicinity, there is no reason why this should be a highway safety concern.

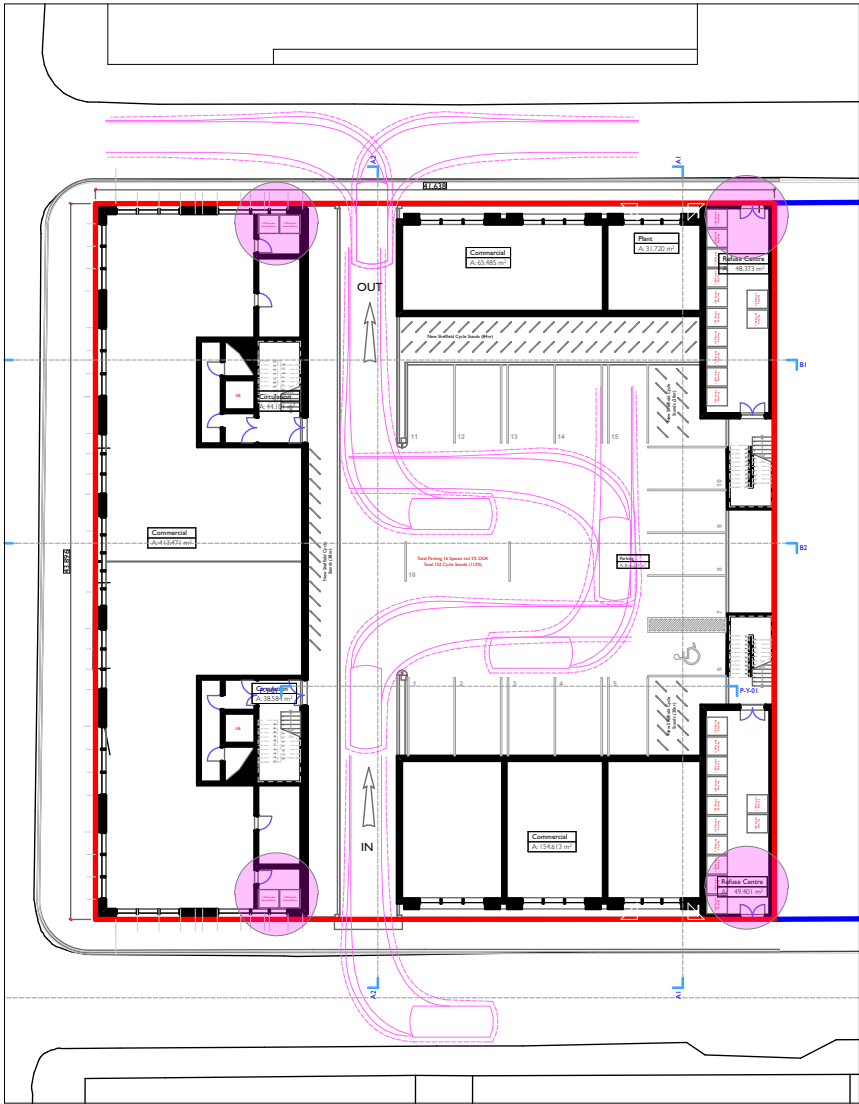


Servicing

The commercial unit(s) bin stores will be collected on-street from Paul St and/or Oriol Street. The residential bins will be collected on-street from Paul St and/or Oriol Street, all from locations indicated on the proposed site plan.

Servicing for the commercial units in the form of deliveries will take place from Paul St and/or Oriol Street at set times of the day to minimise disruption.

Other forms of servicing such as post/deliveries for residents will also take place from Paul St and/or Oriol St/



General

This section reviews the accessibility of the site by walking, cycling and public transport modes. Access between the site and local areas by non-motorised modes has been assessed by comparison with the following widely used threshold distances:

800m	Motorised modes are rarely used
2km	Walking offers the greatest potential to replace short car trips
5km	Cycling also has the potential to substitute for short car trips particularly those under and form part of a longer journey by public transport

Pedestrian Accessibility

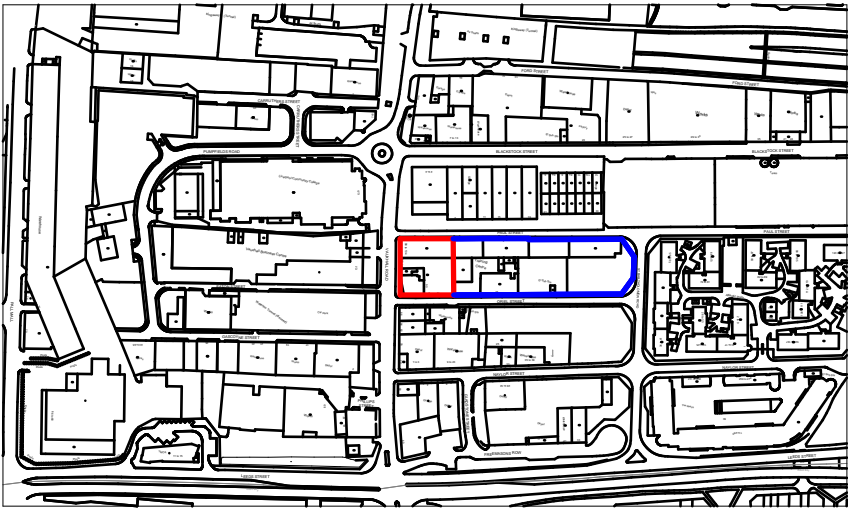
There are wide footways around the development site along the surrounding highway network at Vauxhall Road, Paul Street, Oriel Street and St Bartholomew Road.

At various points on the surrounding footways there are dropped kerbs and tactile paving to aid pedestrians crossing the road. The primary crossing points across Leeds St to the City Centre are at the south point of the site in the form of a signalised crossing over Vauxhall Road at the Vauxhall Road / Leeds Street signalised junction.

This crossing provides prospective residents of the site to safely join routes that lead to Liverpool City Centre to the west via footways on the A5053 Leeds Street and to the south on A5038 Vauxhall Road.

More locally, the good level of pedestrian infrastructure surrounding the site provides linkages to a small number of shops and services south of the site along A5038 Vauxhall Road approximately 250m from the development site. Located here are convenience stores, a pharmacy, a medical centre and a fast food restaurant.

Furthermore, it is well located to access surrounding schools and leisure facilities. Below is a list of facilities and amenities within the recommended 2km walking distance from the site:



Transport	Various Bus Stops Moorfields Rail Station Liverpool Lime Street Liverpool John Lennon Airport Mersey Ferry Port	≥20m 804m 1.2km 13.5km 1.4km
Schools/Nurseries	Kidsunlimited Day Nursery Holy Cross Catholic Primary School Liverpool Community College The Trinity Catholic Primary School	480m 805m 20m 805m
Leisure	CrossFit Liverpool Ark Health Club The Gym	650m 805m 1.6km
Food/Retail	Tesco Express Bargain Booze Sainsbury's (gt Homer St) Great Homer St Market	480m 320m 1.6km 1.5km
Open Space	Rupert Lane Recreation Ground William Collins Playing Fields	1.6km 2.1km
Post Office	Liverpool Post office	1.2km
Banks	All major banks on Dale St	965m
Health	Marybone Health Centre Boots Pharmacy	490m 320m

Given the site's location – within a 2km walk of the entirety of the city centre – we would expect almost all journeys to/from the development site to be made by foot.

The plan below highlights the good level of public transport connections within walking distance of the site. There are bus stops to the north and south that fall within the 400m distance and rail connections a short distance further south. In light of the above it is considered that walking provides an efficient and safe option for the majority of journeys to and from the site.

Cycle Accessibility

Transport policy identifies that cycling represents a realistic and healthy option to use of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.

The site benefits from being in close proximity to National Cycle Route 56 which follows a route just south of the development site. This route runs from Chester to Wallasey, providing a useful connection between different parts of Merseyside. In a local context, Cycle Route 56 is formed of both on-road and off-road sections of cycle lanes within 1km of the site.

As well as this there is a good level of infrastructure for cyclists in the vicinity of the site. A5038 Vauxhall Road features both on and off-road cycle lanes running in a north-south alignment. These are clearly marked with coloured surfacing and priority is given to cyclists at junctions at points along the road. This cycling infrastructure connects the site with Vauxhall to the north and the city centre in the south.

Within 400m of the development site along Vauxhall Road, south of A5036 Leeds Street is a Citybike station. Citybike is an initiative funded by LCC to increase the level of cycling within Liverpool City Centre. Bicycles can be easily rented online on short or long term contracts and can then be conveniently returned to any Citybike station across the city centre. The proximity to a station such as that on Vauxhall Road allows prospective residents to maximise their use of the scheme.

Plotting a 5km radius around the site shows most of the wider City of Liverpool area is accessible via a bike.

Public Transport

The development is well placed to encourage travel by bus. Guidance published by the CIHT 'Planning for Public Transport in Developments' (1999), recommends that the maximum walking distance to a bus stop should be 400 metres, equating approximately to a five minute walk. The nearest bus stops are on A5038 Vauxhall Road, within 50m of the site, within the recommended 400 metres walking distance to a bus stop. These bus stops are accessed via footways. A summary of the services within 400 metres of the site is as follows:

30 & 30a runs approximately every 30 mins on a route from Maghull – Liverpool – Dingle via Netherton, Walton, & Vauxhall

54 runs approximately every 30mins on a route from Liverpool – Thornton via Kirkdale, Bootle & Crosby

56 runs approximately every 30 mins on a route between Netherton & Liverpool

58a runs every hour after 1900 on a route between Netherton & Liverpool

101 runs approximately every 30 mins on a route Princes Parade – Royal Liverpool Hospital via Vauxhall, Queens Square Bus Station and Everton

As demonstrated above there are a number of bus services that run to surrounding locations on a regular basis. The journey time from the nearby bus stops to Bootle is around 10-15 mins and Thornton is around 40-45 mins.

Potential residents also benefit from being within 2km walking distance of two rail stations. Moorfields Rail Station is 700m (approximately 8 minutes walking time) from the site and forms part of the Merseyrail Line to Liverpool Central, New Brighton, Ellesmere Port, West Kirby, Hunts Cross, Chester; stopping also at a number of other local stations. Services to the above locations operate at a frequency of around 15 minutes.

Liverpool Lime Street Rail Station is 1.4km walking distance (approximately 15 minutes walking time) from the site and is the primary rail station that provides connections to locations both regionally and nationally. It is served by East Midlands Trains, London Midland, Merseyrail, Northern, Transpennine Express and Virgin Trains at a high frequency. The above services run directly to Birmingham New Street, Manchester Stations, London Euston and Norwich, amongst others.

Liverpool Lime Street is accessible for persons with restricted mobility through ramps and lifts up to the station entrance. There is a good level of pedestrian infrastructure in the surrounding areas which includes wide, recently surfaced footways, signalised crossings and dropped kerbs and tactile paving.

60 min journey times using public transport including walking use of the nearby bus stops demonstrate accessibility to a range of destinations including but not limited to Chester; Manchester; Warrington; Formby; Kirby; Runcorn; Birkenhead; and many more.

Overall, the site is considered to be well located in terms of its accessibility by all the major non-car modes of transport. These findings demonstrate that future residents will not be reliant on the private car to travel for work, education, leisure, employment and retail purposes.

Transport Movement related to the Proposed Development.

This section looks at the trip generating potential of the proposed site uses. As previously mentioned in this transport statement, the sites high level of accessibility means that the majority of development related movements will be made using sustainable modes of transport; namely, walking, cycling and public transport.

Development related vehicle movements have been based upon the level of parking provision at the site. For instance, as an absolute worst-case scenario, if all vehicles that were parked in the spaces provided at the car park depart in the AM peak hour and return in the PM peak hour; this would result in a two way flow of less than a vehicle per minute in both peak hours. This is considered to be an immaterial increase and not lead to any safety or operation concerns at the local highway network. Although the above is highly unlikely in any event, it is considered to be a robust assessment of the trip generation.

The proposed commercial use on the ground floor could be divided up and could be occupied by the following: convenience store, open retail, café/coffee shop, take-away, office, health centre or leisure. The most onerous in terms of deliveries and trip attraction are a convenience store and café with GFA of 633.5m2 combined. The Government's guidance on Transport Assessments (GoTA, 2004) advises that commercial units of the above floor area do not require thorough assessments on transport movements. The majority of trips to these uses would be from the local area, mostly on foot. In particular there is a large potential customer base from the existing industrial units and The City of Liverpool College to the north of the site. The wider regeneration of the area means that in the future there is likely be a larger residential population, who would also arrive on foot.

For the small number of customers who may visit the site by car; they are able to park elsewhere within the vicinity and visit the site as part of a linked trip, or park on-street in the un-restricted section of highway along Vauxhall Road. It should also be noted that, as mentioned earlier; there will be a contribution to extend the Controlled Parking Zones (CPZ) in the vicinity of the site. This is likely to mean an increase in the number of formal on-street parking bays open to people accessing the commercial uses on the ground floor.

Notwithstanding the above, the existing site currently generates traffic from the office building and the car body repair garage. These both currently create on and off-street parking demand by staff and customers. In addition, they will also generate trips on foot and by public transport from commuters and staff leaving and returning to the site during breaks.

Summary & Conclusions

This report has been prepared on behalf of Vauxhall Developments Ltd to inform the Local Highway Authority, Liverpool City Council, of the transport and highways implications of redeveloping a parcel of land located between the A5038 Vauxhall Road, Paul Street, Oriol Street and St Bartholomew Road.

The application is for a total of 134 apartments and associated car and cycle parking, with commercial units on the ground floor.

The application has been subject to a number of pre-application meetings. The proposed level of on-site car and cycle parking is in excess of what has been agreed with the highways officer on similar sites in the vicinity which have been recently approved prior to submission of the application.

A total of 16 no. parking spaces will be provided as part of the proposed development. This gives a parking provision of 12%, which is below the maximum car parking provision of 17% which was accepted by LCC highways as suitable for a development of this type in such an accessible location. Cycle parking will be located at the south of the development with a ratio of 1:1 for every apartment.

Although the road safety record shows that there have been a total of 9 incidents at the nearby crossroads, these were recorded over a period of five years and none involved pedestrians or cyclists.

Servicing for both the residential and commercial development can be accommodated on the highway network which is the existing situation for the multiple existing users.

Overall, the site is considered to be very well located in terms of its accessibility by all the major non-car modes of transport. These findings demonstrate that future residents will not be reliant on the private car to travel for work, education, leisure, employment and retail purposes.

The majority of trips to both the commercial and residential development will be on foot. There is a limited amount of on-street parking for customers to the commercial units, however the extension to the City Centre CPZ will formalise on-street parking in the future. The level of on-site car parking means that even if all cars left and returned in the peak hours there would be less than one additional vehicle every minute added to the local network. This is considered to be an immaterial increase and not lead to any safety or operation concerns on the local highway network.

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