

## **1 Introduction**

### **General**

- 1.1 CBO Transport Ltd [CBO] has been commissioned by Countryside Properties (UK) Ltd to undertake an assessment of the potential transport issues arising from a proposed 16 No. 2 bed residential apartment development at Booker Avenue, Liverpool.

### **Discussions with Liverpool City Council**

- 1.2 With regard to the requirements of this note, CBO held preliminary discussions with Liverpool City Council [LCC] Highway officers prior to undertaking the work. As a result of these discussions, it is considered a letter / short technical note is appropriate in this instance, together with the completion of LCC's 'Minimum Accessibility Standard Assessment'. It has also been agreed that, whilst this note just needs to cover accessibility by the suitable modes and provide details regarding parking and access provision, no assessments need to be provided in relation to traffic impact as the current highway network is considered by LCC to be suitable to accommodate the level of additional traffic likely to be associated with these proposals.

### **Scope of Report**

- 1.3 In light of the above, the purpose of this note is to provide LCC with the necessary information to support the proposals and consider their transport implications. In order to provide this information, this note has been produced in 6 sections including this introduction.
- 1.4 Section 2 reviews existing site conditions, whilst Section 3 considers the accessibility of the site by the sustainable modes and linkage to the surrounding area, making reference to the completed 'Minimum Accessibility Standard Assessment'.
- 1.5 Section 4 then describes the development proposals, whilst Section 5 sets out details relating to the site access and parking provision.
- 1.6 The conclusions and recommendations of the note are included in Section 6.

## **2 Existing Site Conditions**

### **Site description**

- 2.1 The site is located at the north-eastern corner of the junction of Booker Avenue and Greenhill Road, Liverpool, and is bound by existing residential property to the north and east, Booker Avenue to the south and Greenhill Road to the west. The site is currently vacant.

### Local Highway Network

- 2.2 Booker Avenue is a circa 9 metre wide road that runs east – west between West Allerton railway station and Allerton Road and serves a local distributor road type function. In the vicinity of the site, the route includes footways to both sides that are separated from the carriageway by wide grass verges. These footways cross Greenhill Road on the site side via dropped crossings with tactile paving. Both sides of Booker Avenue are fronted by existing residential properties which have direct driveway access onto Booker Avenue.
- 2.3 Greenhill Road is a circa 9 metre wide road that runs north – south between the B5180 Mather Avenue and Long Lane recreation ground and effectively forms a residential road. In the vicinity of the site and as with Booker Avenue, the route includes footways to both sides that are separated from the carriageway by wide grass verges. Both sides of Greenhill Road are also fronted by existing residential properties which have direct driveway access onto Greenhill Road.
- 2.4 In the vicinity of the site, both Booker Avenue and Greenhill Road are lit and subject to a 30mph speed limit. However, immediately to the west of the Booker Avenue / Greenhill Road junction, Booker Avenue becomes subject to a 20mph speed limit.
- 2.5 The Booker Avenue / Greenhill Road junction is a four arm priority crossroads arrangement, with Booker Avenue forming the major route and Greenhill Road the minor arms. There are waiting restrictions at the junction. To the east of this junction, Booker Avenue joins the B5180 Mather Avenue via a signalised crossroads arrangement that also includes advance cycle stoplines. To the west, Booker Avenue joins Brodie Avenue, again via a signalised crossroads arrangement that also includes advance cycle stoplines.

## 3 Accessibility by the Sustainable Modes

### Liverpool City Council ‘Minimum Accessibility Standard Assessment’

- 3.1 At the request of LCC, the ‘Minimum Accessibility standard assessment’ included in the LCC ‘Ensuring a Choice of Travel’ Supplementary Planning Guidance [SPD] has been completed. As set out in Section 1 the proposals are for 16 No. 2 bed apartments and, as a result, the site falls within the “Medium” sized development category set out in the SPD.
- 3.2 Based on the above and the completed assessment, a copy of which is included at **Appendix A**, Table 3.1 below summarise the initial scores for the site and compares them to the minimum scores quoted in the Ensuring Choice of Travel SPD.

**Table 3.1: Initial Scores from the Minimum Accessibility Standard Assessment**

Site / SPD Score	Min Score for Walking	Min Score for Cycling	Min Score for Public Transport	Min Score for Vehicle Access
SPD Minimum Standard	4	3	5	1
Booker Avenue	2	4	4	1

- 3.3 As can be seen from the above table, the site meets the minimum standard set out in the Ensuring Choice of Travel SPD in relation to accessibility for cycling and vehicular access. However, in relation to walking and public transport and based on initial scores, the site falls short of the suggested standard. These elements are therefore discussed below.

### Accessibility by Walking

- 3.4 Table 3.1 shows that the site scores 2 in relation to access by walking. As can be seen from the completed assessment in Appendix A, this lower than required score is entirely attributable to the site falling outside 500m of a local centre based on the SPD maps as it scores maximum points on all other criteria.
- 3.5 With regard to the 500m requirement stipulated in the SPD and the identified centre, this is considered an onerous requirement given the nature of the area surrounding the site and the fact that the scheme is effectively an infill residential development within an established residential area. Furthermore and as set out later, the nearest local centre as set out in the SPD is within a maximum 1.2km, whilst there is a local shop in the immediate vicinity of the site and a parade of shops around 500m to the west on Booker Avenue. There are also a number of educational establishments within the 500m distance.
- 3.6 In light of the above, it is suggested that walking to the SPD identified local centre, together with the more dispersed local facilities, would be attractive from the site and that the site should score 2 points for being within an appropriate distance of a local centre and facilities.
- 3.7 Taking account of the above point, the site would be accessible by walking.

### Accessibility by Public Transport

- 3.8 Table 3.1 shows that the site scores 4 in relation to access by public transport. As can be seen from the completed assessment in Appendix A, this score is due to the service frequency near the site.
- 3.9 Based on the SDP map, the site is within the required 400m of a railway station (West Allerton). However, this station does not provide the 4 trains per hour required to be classed as a high frequency station within the assessment.
- 3.10 With regard to buses, the service running north – south along the B5180 Mather Avenue is classed as a high frequency service and would score the required 2 points. However, at 250m, strictly speaking the site falls just outside the required 200m for access to a bus stop on this route. However, it is suggested that the need to walk a further 50 metres than the 200 metres set out in the Accessibility Assessment would not reduce the attractiveness of this bus route, affect the safety and convenience of accessing this route or impact on peoples willingness to travel by bus. Furthermore, commonly accepted guidance deems bus stops within 400 metres of a site to be accessible. Based on this guidance, the site is well within an acceptable walk distance of a bus stop.
- 3.11 In light of the above and the fact that the site is served by both bus and rail it is suggested that the site should score 2 points in relation to frequency. As a result, the site would be accessible by public transport.

### Updated Minimum Accessibility Standard Assessment

- 3.12 Given the points raised above, Table 3.2 below summarise the updated score for the site and compares it to the minimum scores quoted in the Ensuring Choice of Travel SPD.

**Table 3.3: Updated Scores from the Minimum Accessibility Standard Assessment**

Site / SPD Score	Min Score for Walking	Min Score for Cycling	Min Score for Public Transport	Min Score for Vehicle Access
SPD Minimum Standard	4	3	5	1
Booker Avenue	4	4	5	1

- 3.13 As can be seen from the above table, if account is taken of local conditions and surrounding facilities and a more appropriate walk distance is used to the local centre and bus stops, it is suggested that the site meets the minimum standard set out in the Ensuring Choice of Travel SPD in relation to accessibility.

#### Accessibility Based on Recognised Guidance

- 3.14 Notwithstanding the findings of the Minimum Accessibility Standard Assessment, it is commonly accepted that walking has the greatest potential to replace short car trips, particularly those under two kilometres, whilst the Institution of Highways and Transportation “Guidelines for Providing for Journeys on Foot” states that:

*“Walking accounts for over a quarter of all journeys and four fifths of journeys less than one mile....that...the average length of a walk journey is 1km”* and suggests a distance of between 0.8km and 1.2km is acceptable for journeys on foot.

- 3.15 In this context, the nearest local centre as set out in the SPD is within 1.2km, whilst there is a local shop in the immediate vicinity of the site and a parade of shops around 500m to the west on Booker Avenue. There are also a number of educational establishments within 500m, whilst the local medical centre is within 0.8km. The recreational areas at Calderstones and Long Lane are also within 1.2km of the site.
- 3.16 Considering cycling, it is commonly accepted that cycling has the greatest potential to replace short car trips, particularly those under 5km. Given that LCC identify the vast majority of the routes surrounding the sites as being cycle routes, there is ample opportunity for future residents to travel by bicycle for a variety of journey purposes. The 5km distance also takes in areas such as Garston, Wavertree and Edge Hill.
- 3.17 With regard to rail and bus and as set out above, the site is within 400 metres of a railway station and good quality bus routes that provide links to the surrounding area that future residents of the site can use to undertake employment, retail and leisure trips.

#### Summary

- 3.18 Allowing for some relaxations in relation to the requirements of the SPD’s Minimum Accessibility Standard Assessment that take account of local conditions, the minimum standard scores can be achieved based on the existing infrastructure and services. However, even without these allowances, it is suggested that the site is highly accessible by the sustainable modes. There are numerous schools, shops, and local facilities all within a maximum of 1.2km (and in most cases within 0.5 to 0.8km) of the site, whilst there are also nearby cycle routes, a railway station and high frequency bus services passing through the area. Given these levels of provision, even if no allowance were made in relation to the Minimum Accessibility Standard Assessment, any shortfall against the scores set out in the Ensuring Choice of Travel SPD would not discourage sustainable travel to and from the site.

## 4 Development Proposals

- 4.1 As set out in the introduction, the proposals include the provision of 16 No. 2 bedroom apartments. The site layout plan for the scheme is included as **Figure 4.1**.
- 4.2 Vehicular access to the apartments would be via a new access off Greenhill Road. This proposed access arrangements, together with the proposed parking provision, is discussed in greater detail at section 5. With regard to pedestrian access, there would also be a direct access to the site off the Booker Avenue frontage.

## 5 Site Accesses and Parking Provision

### Site Access

- 5.1 As shown in **Figure 4.1**, it is proposed that vehicular access to the site be provided via a new access off Greenhill Road.
- 5.2 With regard to this new access, this would take the form of a 4.5 metre wide access which would join Greenhill Road via 4 metre radii. This access road would travel into the site in a predominately easterly direction before turning through ninety degrees to serve a communal parking area. This parking area would provide a clear width of 6 metres to enable vehicles to enter and exit the spaces and allow them to enter and exit the site off Greenhill Road in a forward gear.
- 5.3 The access would also be gated. These gates would be positioned approximately 18 metres into the site off Greenhill Road which will allow adequate space for vehicles to wait at the gate without impacting on either vehicular or pedestrian users of Greenhill Road.
- 5.4 With regard to visibility provision and based on the application of the standards set out in the Design Manual for Roads & Bridges and the 30mph speed limit on Greenhill Road, the provision of 2.4 x 90m splays is appropriate at this access. As can be seen from **Figure 4.1**, this level of provision would comfortably be provided at the new access off Greenhill Road to the north, whilst visibility to the south extends to the Booker Avenue / Greenhill Road junction. It is therefore suggested that the provision shown provides an adequate level of visibility for the proposed access to operate safely and efficiently.

### Servicing and Emergency access

- 5.5 Bins for the site will be stored centrally, with a management company being employed to put these bins at the road side on collection days. These bins would then be collected from the Greenhill Road roadside to the north of the existing waiting restriction. With regard to general servicing / delivery vehicles, these would also be required to park on Greenhill Road to the north of the waiting restriction or on Booker Avenue.
- 5.6 Emergency services can get to within the required distance of the building from either Greenhill Road or Booker Avenue.

### Parking Provision

- 5.7 As set out in Section 3 the Ensuring Choice of Travel SPD sets out minimum parking standards, in this case 1 space per apartment, for sites that fall outside Liverpool City Centre.
- 5.8 The proposals set out in Figure 4.1 provide parking at 1 space per dwelling plus one visitor / disabled space. This therefore accords with the standards set out in the SPD and provides what is considered an appropriate level of provision for the proposed dwelling type.
- 5.9 With regard to cycle parking and as shown in **Figure 4.1**, a secure, covered cycle store is to be provided to the east of the communal parking area.

## 6 Conclusions and Recommendations

### Conclusions

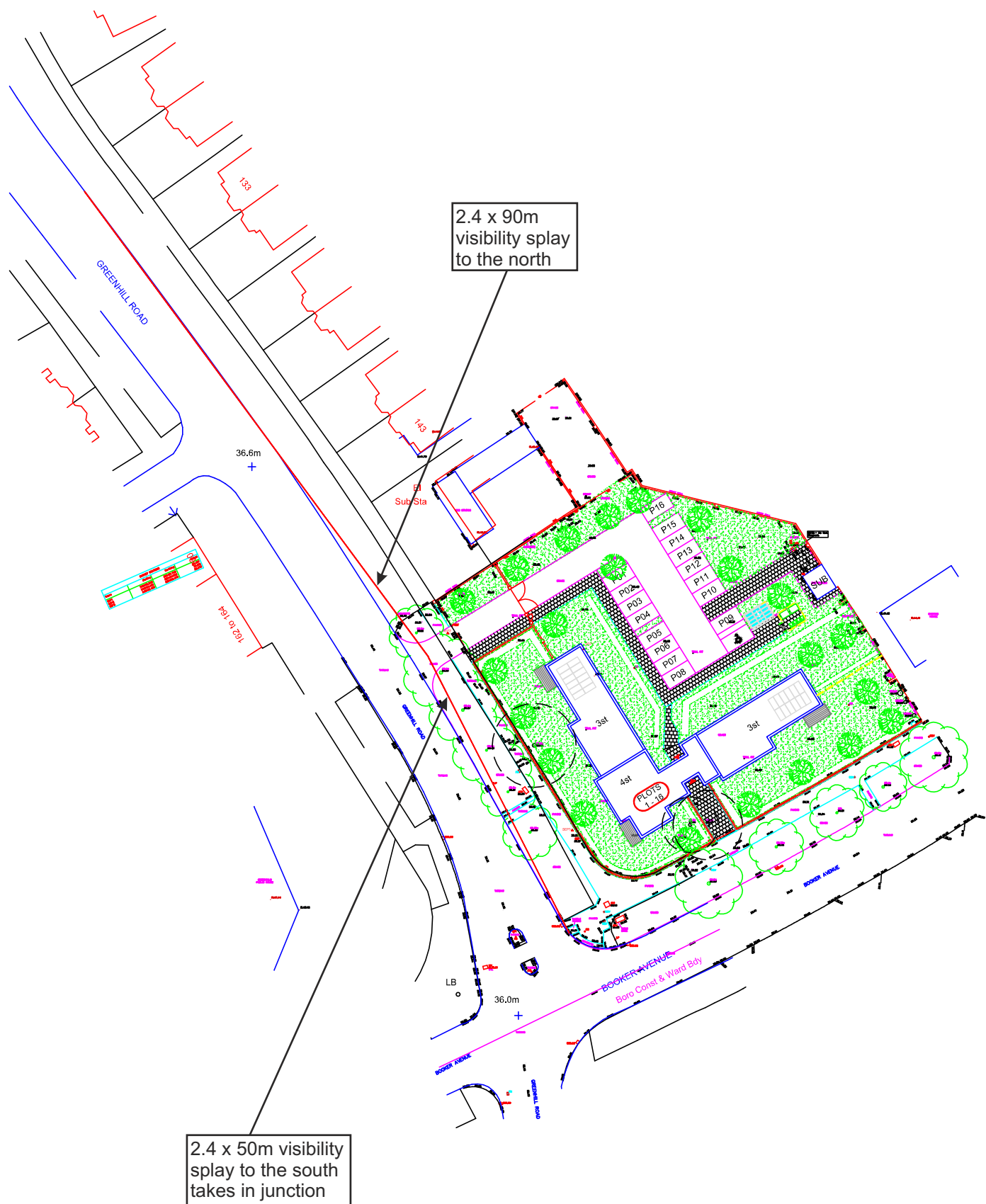
6.1 Based on the findings of this report it is concluded that:

- The site is situated within an existing street hierarchy that already serves a large number of residential dwellings;
- Allowing for some relaxations in relation to the requirements of the SPD's Minimum Accessibility Standard Assessment that take account of local conditions, the minimum standard scores set out in the Ensuring Choice of Travel SPD can be achieved based on existing infrastructure and services;
- Even without these allowances, it is suggested that the site is highly accessible by the sustainable modes. There are numerous schools, shops, and local facilities all within a maximum of 1.2km (and in most cases within 0.5 to 0.8km) of the site, whilst there are also nearby cycle routes, a railway station and high frequency bus services passing through the area. Given these levels of provision, even if no allowance were made in relation to the Minimum Accessibility Standard Assessment, any shortfall against the scores set out in the Ensuring Choice of Travel SPD would not discourage sustainable travel to and from the site;
- The proposed access off Greenhill Road is of an appropriate standard and is sufficient to provide an adequate level of visibility and allow the proposed access to operate safely and efficiently;
- The site provides car parking at 1 space per apartment plus one visitor / disabled space. This accords with the standards set out in the City Council's SPD and provides what is considered an appropriate level of provision for the proposed dwelling type;
- With regard to cycle parking, a secure, covered cycle store is to be provided to the east of the communal parking area;
- No assessments have been undertaken in relation to traffic impact as the current highway network is considered by LCC to be suitable to accommodate the level of additional traffic likely to be associated with these proposals.

### Recommendations

6.2 In light of the above it is the recommendation of CBO Transport that there are no traffic or transportation grounds on which to refuse the application for the proposed residential development.

**FIGURE**



Proposed Site Layout

Figure 4.1



## **APPENDIX A**

### **Completed Minimum Accessibility Standard Assessment**

Address:				
Completed By:				
Access Diagram				
Has a diagram been submitted which shows how people move to and through the development and how this links to the surrounding roads, footpaths and sight lines? (This can be included within the Design and Access Statement, see Section 2.25.) If a diagram has not been submitted your application may not be processed.				Yes / No
Access on Foot			Points	Score
Safety	Is there safe pedestrian access to and within the site, and for pedestrians passing the site (2m minimum width footpath on both sides of the road)? If no your application must address safe pedestrian access.		Yes	Yes / No
Location	<u>Housing Development:</u> Is the development within 500m of a district or local centre (see Accessibility Map 1 in Appendix F) <u>Other development:</u> Is the density of existing local housing (i.e. within 800m) more than 50 houses per hectare (see Accessibility Map 4 in Appendix F)	Yes	2	0
		No	0	
Internal Layout	Does 'circulation' and access inside the sites reflect direct, safe and easy to use pedestrian routes for all; with priority given to pedestrians when they have to cross roads or cycle routes?	Yes	1	1
		No	0	
External Layout	Are there barriers between site and local facilities or housing which restrict pedestrian access? (see Merseyside Code of Practice on Access and Mobility)e.g. <ul style="list-style-type: none"> <li>No dropped kerbs at crossings or on desire lines;</li> <li>Steep gradients;</li> <li>A lack of a formal crossing where there is heavy traffic;</li> <li>Security concerns, e.g. lack of lighting.</li> </ul>	There are barriers	-2	1
		There are no barriers	1	
Other	The development links to identified recreational walking network (see Accessibility Map 1). If no, please provide reasons why not.		Yes	Yes / No
			Total (B)	
Summary	Box A: Minimum Standard (from Table 3.1)	4	Comments or action needed to correct any shortfall  See technical note	
	Box B: Actual Score	2		

Access by Cycle				Points	Score
Safety	Are there safety issues for cyclists either turning into or out of the site or a road junctions within 400m of the site (e.g. dangerous right turns for cyclists due to the level of traffic)? If yes, you must address safety issues in your application.			No	Yes / No
Cycle Parking	Does the development meet cycle parking standards, in a secure location with natural surveillance, or where appropriate contribute to communal cycle parking facilities? If no, you must address cycle parking standards and cycle parking facilities.			Yes	Yes / No
Location	<u>Housing Development:</u> Is the development within 1 mile of a district or local centre (see Accessibility Map 1) <u>Other Development:</u> Is the density of local housing (e.g. within 1 mile) more than 50 houses per hectare (see Accessibility Map 4 in Appendix F)	Yes	2	2	
		No	0		
Internal layout	Does 'circulation' and access inside the site reflect direct and safe cycle routes; with priority given to cyclists where they meet motor vehicles?	Yes	1	0	
		No	0		
External Access	The development is within 400m of an existing or proposed cycle route (see Accessibility Map 1 in Appendix F) and / or proposes to create a link to a cycle route, or develop a route?			1	1
	The development is not within 400m of an existing or proposed cycle route (see Accessibility Map 1 in Appendix F)			-1	
Other	Development includes shower facilities and lockers for cyclists	Yes	1	1	
		No	0		
				Total (B)	
Summary	Box A:  Minimum Standard  (From Table 3.1)	3	Comments or action needed to correct any shortfall		

	Box B:  <b>Actual Score</b>	4		
<b>Access by Public Transport</b>			<b>Points</b>	<b>Score</b>
Location and access to public transport	Is the site within a 200m safe and convenient walking distance of a bus stop, and/or within 400m of a rail station? (See Accessibility Map 2 in Appendix F).	Yes	2	2
		No	0	
	Are there barriers on direct and safe pedestrian routes to bus stops or rail stations i.e. <ul style="list-style-type: none"><li>• A lack of dropped kerbs;</li><li>• Pavements less than 2m wide;</li><li>• A lack of formal crossings where there is heavy traffic; or</li><li>• Bus access kerbs.</li></ul>	There are barriers	0	1
		There are no barriers	1	
Frequency	High (four or more bus services or trains an hour)		2	1
	Medium (two or three bus services or trains an hour)		1	
	Low (less than two bus services or trains an hour)		0	
Other	The proposal contributes to bus priority measures serving the site		1	0
	The proposal contributes to bus stops, bus interchange or bus or rail stations in the vicinity and/or provides bus stops or bus interchange in the site		1	0
	The proposal contributes to an existing or new bus service		1	0
Total (B):				

Summary	Box A: <b>Minimum Standard</b> (from Table 3.1)	5	<b>Comments or action needed to correct any shortfall</b>  See technical note	
	Box B: <b>Total Score</b>	4		
<b>Vehicle Access and Parking</b>			<b>Points</b>	<b>Score</b>
Vehicle access and circulation	Is there safe access to and from the road? If no, you must address safety issues.	Yes	Yes / No	
	Can the site be adequately serviced? If no, you must address service issues.	Yes	Yes / No	
	Is the safety and convenience of other users (pedestrians, cyclists and public transport) affected by the proposal? If yes, you must address safety issues.	No	Yes / No	
	Has access for the emergency services been provided? If no, you must provide emergency service provision.	NA	Yes / No	
	For development which generates significant freight movements, is the site easily accessed from the road or rail freight route networks (i.e. minimising the impact of traffic on local roads and neighbourhoods) (see Accessibility Map 3 in Appendix F)? If no, please provide an explanation.	NA	Yes / No	
Parking	The off-street parking provided is more than advised in Section 4 for that development type. If yes, parking provision must be reassessed.	No	Yes / No	

	The off-street parking provided is as advised in Section 4 for that development type	1	<input checked="" type="radio"/> Yes <input type="radio"/> No
	The off-street parking provided is less than 75% of the amount advised in Section 4 for that development type (or shares parking provision with another development)	2	Yes / No
	For development in controlled parking zones:	NA	Yes / No
	• Is it a car free development?	1	Yes / No
	• Supports the control or removal of on-street parking spaces (inc provision of disabled spaces), or contributes to other identified measures in the local parking strategy (including car clubs)	1	Yes / No
Total (B):			1
Summary	Box A:  <b>Minimum Standard</b>  (From Table 3.1)	1	<b>Comments or action needed to correct any shortfall. If conditions are appropriate for the reduced level of parking (see section 4), but this has not been provided, please explain why.</b>