



# DTPC

Report No. J404/TS  
September 2015

**PROPOSED DEVELOPMENT  
NORFOLK STREET PHASE 3, LIVERPOOL**

**TRANSPORT STATEMENT**

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**CONTROLLED DOCUMENT**

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A		

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TRANSPORT STATEMENT**

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## 1. INTRODUCTION

DTPC has been appointed by FCH Architects on behalf of Baltic 1014 Ltd to provide transport and highway advice for the traffic and transportation implications associated with their proposed residential accommodation phase 3 and Entrepreneurial Hub at Norfolk Street, Liverpool.

The application relates to a site located on the heart of the urban area called the Baltic Triangle, currently occupied by buildings with commercial uses which will be redeveloped.

In order to advise the highway authority, this report provides information on the scope of traffic and transport planning aspects of the development proposals, and forms supplementary information to assist in the determination of the planning application.

It deals solely with the proposals for the area within the red line plan.

The TS discusses the following issues:

- Site and Local Area
- Existing Highway Conditions
- Development Proposals
- Access Considerations
- Summary & Conclusions.

This report has been prepared solely in connection with the proposed development as stated above. As such, no responsibility is accepted to any third party for all or any part of this report, or in connection with any other development

## 2. NATIONAL AND LOCAL POLICY GUIDANCE

### National Policy

Increasing travel choice and reducing dependency on car travel is an established aim across all areas of government policy development, documents and guidance alongside addressing climate change and reducing CO<sub>2</sub> emissions. Travel planning to date has focused on reducing single occupancy car use to specific destinations. Recent national guidance has broadened this, outlining the potential for Residential Travel Plans and addressing trips generated from individual origins (homes) to multiple and changing destinations. The Department for Transport (DfT) also published “Smarter Choices – Changing the Way We Travel” focusing on softer education and persuasive measures which are a key element of travel plans.

National planning policy ensuring that development plans and planning application decisions contribute to delivery of development that is. It states that development should ensure environmental, social and economic objectives would be achieved together over time.

It will also contribute to global sustainability, by addressing the causes and impacts of climate change, reducing energy use and emissions by encouraging development patterns that reduce the need to travel by car and impact of transporting goods as well as in making decisions in the location and design of development.

### National Planning Policy Framework

The NPPF has replaced the previous PPG13 and sets out the policy framework for sustainable development and supersedes the previous advice.

For 12 months from publication of the NPPF decision makers may continue to give full weight to relevant policies adopted since 2004 even if there is a limited degree of conflict with the NPPF. In other cases and following the 12 month period due weight should be given to relevant policies in existing plans according to their "degree of consistency" with the NPPF.

Policies in emerging plans may be given weight according to the stage of preparation of the emerging plan, the extent to which there are unresolved objections, and the degree of consistency of relevant policies in the emerging plan to the policies in the NPPF.

Abstracts are provided for reference, the ***bold italics*** are added to emphasise the key policies related to the development:

### Achieving sustainable development

7 There are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:

- an economic role – ***contributing to building a strong, responsive and competitive economy***, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and
- an environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources

prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

## The presumption in favour of sustainable development

14 At the heart of the National Planning Policy Framework **is a presumption in favour of sustainable development**, which should be seen as a golden thread running through both plan-making and decision-taking.

For decision-taking this means

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:
  - **any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole;** or
  - specific policies in this Framework indicate development should be restricted

## Core planning principles

17 Within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan-making and decision-taking.

- encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;
- **actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling**, and focus significant development in locations which are or can be made sustainable; and
- take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.

## Promoting sustainable transport

29 Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.

32 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.**

34 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.

35 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.

36 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.

37 Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.

38 For larger scale residential developments in particular, planning policies should promote a mix of uses in order to provide opportunities to undertake day-to-day activities including work on site. Where practical, particularly within large-scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties.

39 If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- the accessibility of the development;
- the type, mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- an overall need to reduce the use of high-emission vehicles.

40 Local authorities should seek to improve the quality of parking in town centres so that it is convenient, safe and secure, including appropriate provision for motorcycles. They should set appropriate parking charges that do not undermine the vitality of town centres. Parking enforcement should be proportionate.

41 Local planning authorities should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice.

## Decision-taking

186 Local planning authorities should approach decision-taking in a positive way to foster the delivery of sustainable development. The relationship between decision-taking and plan-making should be seamless, translating plans into high quality development on the ground.

187 ***Local planning authorities should look for solutions rather than problems***, and decision-takers at every level should seek to approve applications for sustainable development where possible. ***Local planning authorities should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area.***

## Emerging Core Strategy

The authority is currently reviewing consultation replies to the draft strategy, the following abstracts are provided for those that relate to transport matters.

### Strategic Policy 1

#### Sustainable Development Principles

To ensure the sustainable growth of the City new development should be located and designed so that resources are used prudently, the local and wider environment is protected, the challenges of climate change are addressed and the needs of the whole community are taken into account. New development should:

- As a first priority, be located on previously-developed land and buildings ahead of greenfield sites
- Improve accessibility, reduce the need to travel by motorised transport and where travel is necessary, enable convenient and safe access by sustainable transport modes

The site reuses brownfield land in the urban area.

### Strategic Policy 4

#### Economic Development in the City Centre

1. Development by companies in the financial and professional industries will be directed towards the **Commercial District** (particularly around **Pall Mall**).
2. The **Knowledge Quarter**, centred on the university and hospital facilities clustered on the eastern edge of the City Centre, will be one of the key growth areas during the period of the Core Strategy, creating a range of job opportunities, to the benefit of residents of all parts of the City Region. Other parts of the City Centre (such as the Baltic Triangle) will be the preferred location for further mixed use development, including those associated with digital and creative industries.
3. Expansion of cultural and tourism facilities will be supported on the **Waterfront** and in the cultural quarter around the **William Brown Street / Lime Street** and **Hope Street** areas.

The residential accommodation will help to support the local services in the area nearby reducing the overall need to travel.

### Strategic Policy 34

#### Improving Accessibility and Managing Demand for Travel

1. Development proposals should make the best use of existing transport infrastructure. Where this cannot be achieved, development should be phased to coincide with new transport infrastructure provision.
2. Developments which singly or in combination have a significant impact on the movement of people or goods, should, through the provision of Travel Plans, positively manage travel demand and contribute to the improvement of accessibility in general, particularly by more sustainable modes of transport including walking, cycling and public transport.



The site lies in the heart of the urban area supported by high quality walking, cycling and public transport facilities.

### **Local Transport Planning Policy**

As stated above The City of Liverpool is currently progressing its LDS and Core Strategy, this has saved some of the Unitary Development Plan adopted in 2002 policies for Transport i.e.

#### **Policy T6, Cycling**

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

- Introducing appropriate traffic calming and speed reduction measures on designated cycle routes and areas of high cycle usage; and
- Ensuring that secure cycling parking facilities are provided at locations regularly visited by the public and requiring new developments to provide secure cycle parking facilities.

The proposed development will incorporate suitable amounts of cycle parking to meet the needs of their uses.

#### **Policy T7, Walking and Pedestrians**

The City Council will implement measures to encourage walking as a mode of transport and to make the pedestrian environment safer and more convenient by:

- Improving signing, lighting, surfaces, visibility and crossing places throughout the City and particularly within the City Centre, District Centres and other shopping centres;
- Improving access and mobility for all pedestrians, and particularly disabled people and carers with small children;
- Catering for pedestrians' needs in the design of all new highway improvement schemes, traffic management schemes, the road maintenance programme, and giving consideration to the provision of safe and convenient walking routes through all major development and redevelopment sites; and
- Investigating the possibility of introducing traffic calming measures and speed reduction measures in areas where heavy pedestrian flows are experienced or can be anticipated.

In relation to the above the area has been the subject of improvement measures which have included reduction in carriageway widths, formalisation of on-street car parking, and improved pedestrian crossing facilities. All of which also contribute to an enhanced environment for cyclists.

#### **Policy 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.

The proposed development is seen as a natural extension to the local offer and will form the basis of shared trips in the area.

The roads in the immediate area of the development have excellent public bus connections and the Liverpool One bus station is within reasonable walking distance.

## **Summary**

The overriding theme of national policy is that developments must be accessible by sustainable means of transport and accessible to all members of the local community. Local policy is to echo the sustainability sentiment of national policy.

The proposed development is located on brownfield land in the urban environment which makes it a sustainable use of land as well improving local amenity. Also, the development will incorporate uses with good linkages to local facilities and infrastructure which will promote sustainability by reducing the number of car trips to local facilities.

Furthermore there are:

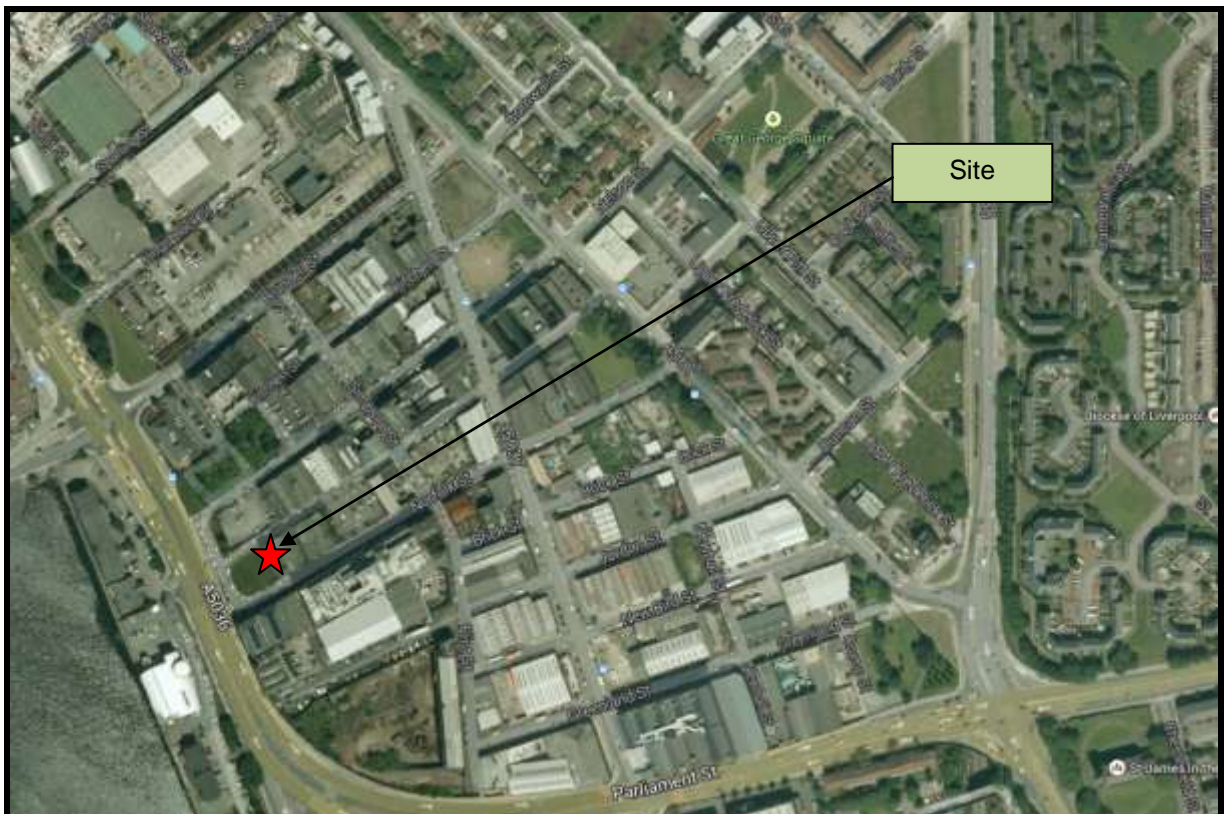
Pedestrian and cycle linkages to a number of locations and facilities are available, frequent public transport services to other major centres and interchanges, and adequate parking provision all ensure that this development is as sustainable, as required in local and national policy.







Local area setting and the site.



## Local Highway Provision

All the roads in the area are of a standard carriageway width appropriate for their usage, with footpaths and street lighting. They serve primarily an urban centre catchment containing local services/retail units.

From site observation the area has a typical traffic flow characteristic associated with an urban area i.e. distinct AM and PM flow periods. A photographic record of the local access and setting is provided below for future reference



View along Norfolk Street along side of the site



Parking along Norfolk street



Site frontage fence and no waiting orders





**Bridgewater Street from and to Norfolk Street**



**Chaloner Street frontage**



**Watkinson Street sight lines left and right with Bridgewater Street**



**Watkinson Street along site frontage**



**Watkinson Street along frontage from Simpson Street**

**Pay and Display Residents/Permit Parking Controlled Parking Zone:**

Within this zone, on-street parking is split between where a permit is required and public limited to short-stay during the daytime.

**Off street car parking**

The mapping below shows the off street public and contract parking in the area, the photos shows a mid afternoon snap shot of usage. There is space available in the area.



**Green public and amber private off street**



**Jamacia Street/Kitchen Street Parking and Blundell Street Car park below**



**Kitchen Street private car park**





**Norfolk Street private car park**



**Safe store private parking**



**Newhall Street private car park**

Similar to the above the on street parking was surveys at the same time to show if the suggested parking issues were realised on site. The following images show the on street areas that has some or significant spare capacity.



**Jamaica Street near Baltic Developments**



**Simpson Street between Norfolk and Watkinson Street**



**Norfolk Street between Simpson Street and A5036**



**Watkinson Street between Simpson Street and A5036**



**Kitchen Street**



**Kitchen Street north of Simpson Street**



**Blundell Street**



**Link road between Kitchen Street and Bridgewater Street**



**Bridgewater Street**





#### On street parking capacity

*The observations showed that the parking on or off street was not fully utilised and indicates that the area has significant capacity for additional parking demand if it arises.*

#### Pay and Display Residents/Permit Parking Controlled Parking Zone:

Within this zone, on-street parking is split between where a permit is required and public limited to short-stay during the daytime.



There is no control of where permit holders park in the area and these from observation are often in the lay-bys most attentive for customers to park in as well but with little turnover they park elsewhere in the area.

#### Accident review

The national CrashMap accident record site uses data collected by the police about road traffic crashes occurring on British roads where someone is injured.

This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.

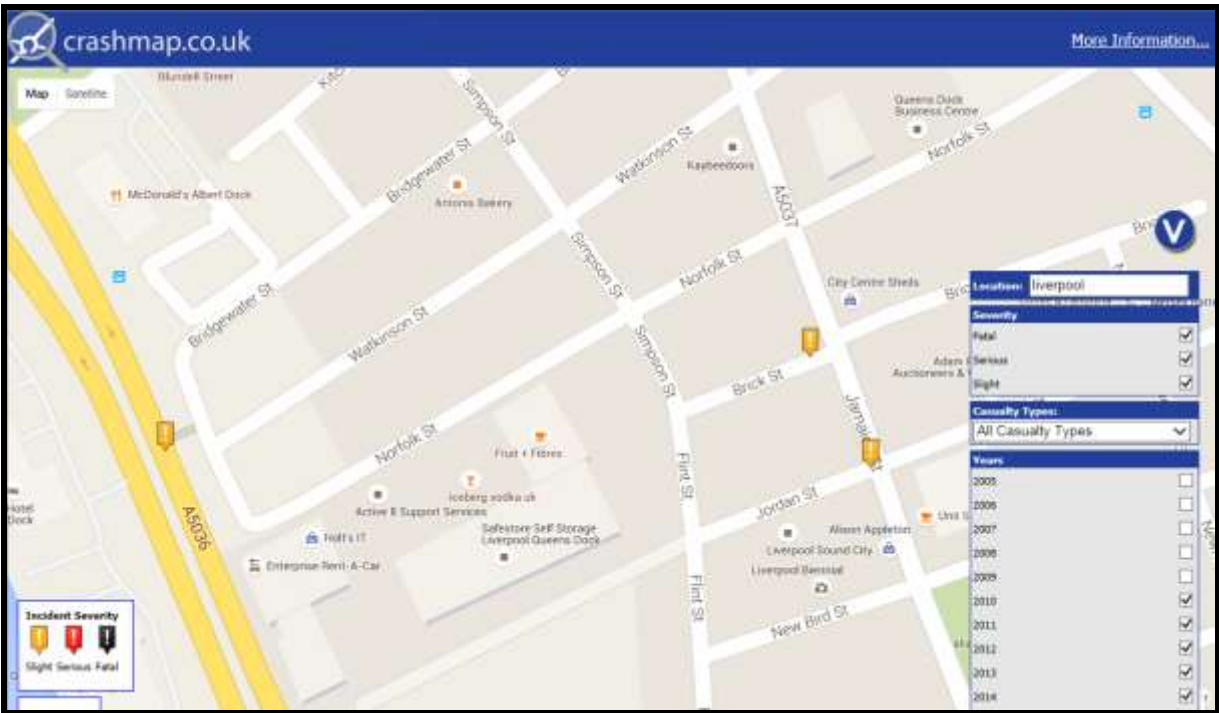
This site uses data obtained directly from official sources but compiled in to an easy to use format showing each incident on a map. Incidents are plotted to within 10 metres of their location and as such, can sometimes appear to be off the carriageway.

Where a number of incidents occur in the same location they are grouped together and shown on the map by a number in a purple coloured box.

Access to the national data base has been undertaken and the resultant mapping provided for reference.

There have been 3 slight accidents recorded in the local area as shown overleaf but none near the site. The area is well used and such levels would not seem excessive in nature, around 1 slights per year.

Any accident is regrettable however the analysis of accident records has not identified any patterns that would indicate a safety issue arising from the operation of the network at the site access area which requires more detailed consideration as part of this TS taking not account the use already affects the route in terms of flows.



**Summary**

The area has good connections, safe routes locally and no capacity issues that would prevent the area from coming forward for development.

#### 4. EXISTING NON MOTORISED TRAVEL OPTIONS TO THE SITE

It is important to recognise that national Government guidance encourages accessibility to new developments by non-car travel modes. New proposals should attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non car modes, thus assisting in meeting the aspirations of current national and local planning policy.

The accessibility of the proposed development sites by the following modes of transport has, therefore, been considered:

1. Accessibility on foot and cycle;
2. Accessibility by public transport.

##### **Walking and cycling**

The proposed development site is located in the urban area with a range of local land uses, services and facilities.

Experience from good practice in Travel Planning development generally suggests that pedestrians are prepared to walk up to 2kms between home and workplace, provided that accessible footway routes are identified.

The CIHT report provides guidance about journeys on foot. It does not provide a definitive view on distances, but does suggest a preferred maximum distance of 2000m for walk commuting trips this extends to cover a considerable part of the urban area.

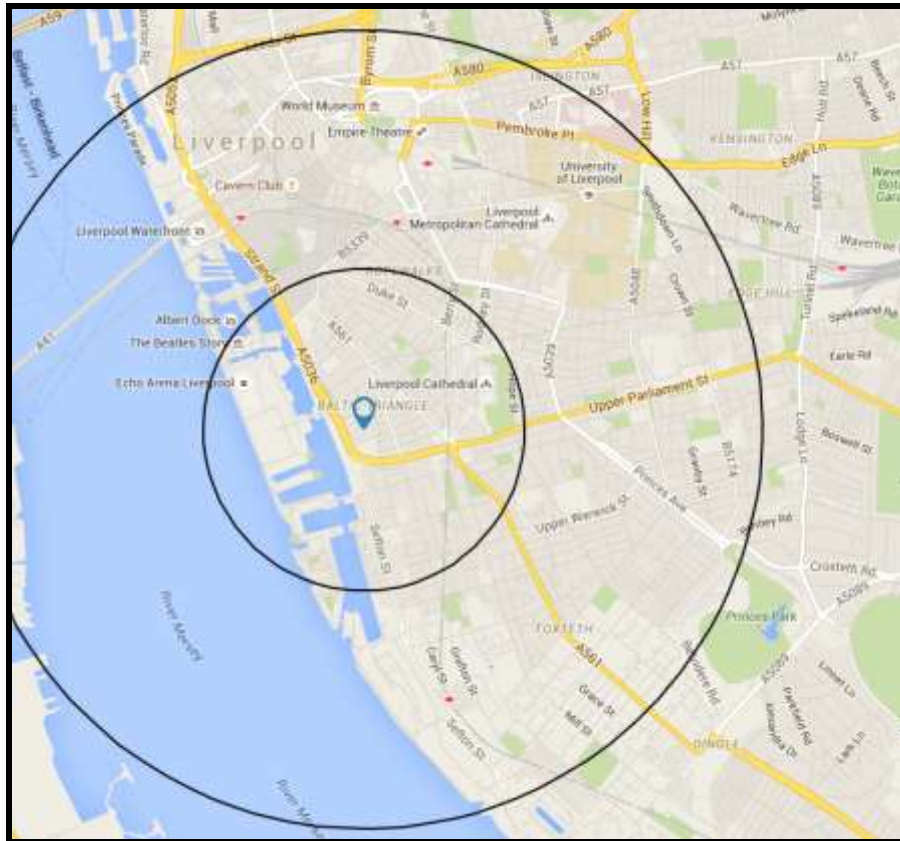
This is supported by the now superseded PPG 13 and the National Travel Survey which suggests that most walking distances are within 1.6km thus accepted guidance states that walking is the most important mode of travel at the local level supporting the above statement.

ACCEPTABLE WALKING DISTANCES [INSTITUTE OF HIGHWAYS AND TRANSPORTATION]			
Walking Distance	Local Facilities *	District Facilities**	Other
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m
* Includes food shops, public transport, primary schools, crèches, local play areas			
** Includes employment, secondary schools, health facilities, community / recreation facilities			

Importantly, the 0.8km / 2km distance are the 10 and 25 minutes walk journeys covers other education and shopping facilities.

There are, therefore, opportunities for residents to access a range of shopping, employment, leisure, and service facilities on foot.

The DfT identify that 78% of walk trips are less than 1km in length, (DfT Transport Statistics GB).



### Walk Catchments

Clearly, there is also potential for walking to form part of a longer journey for residents and employees to and from the proposed development.

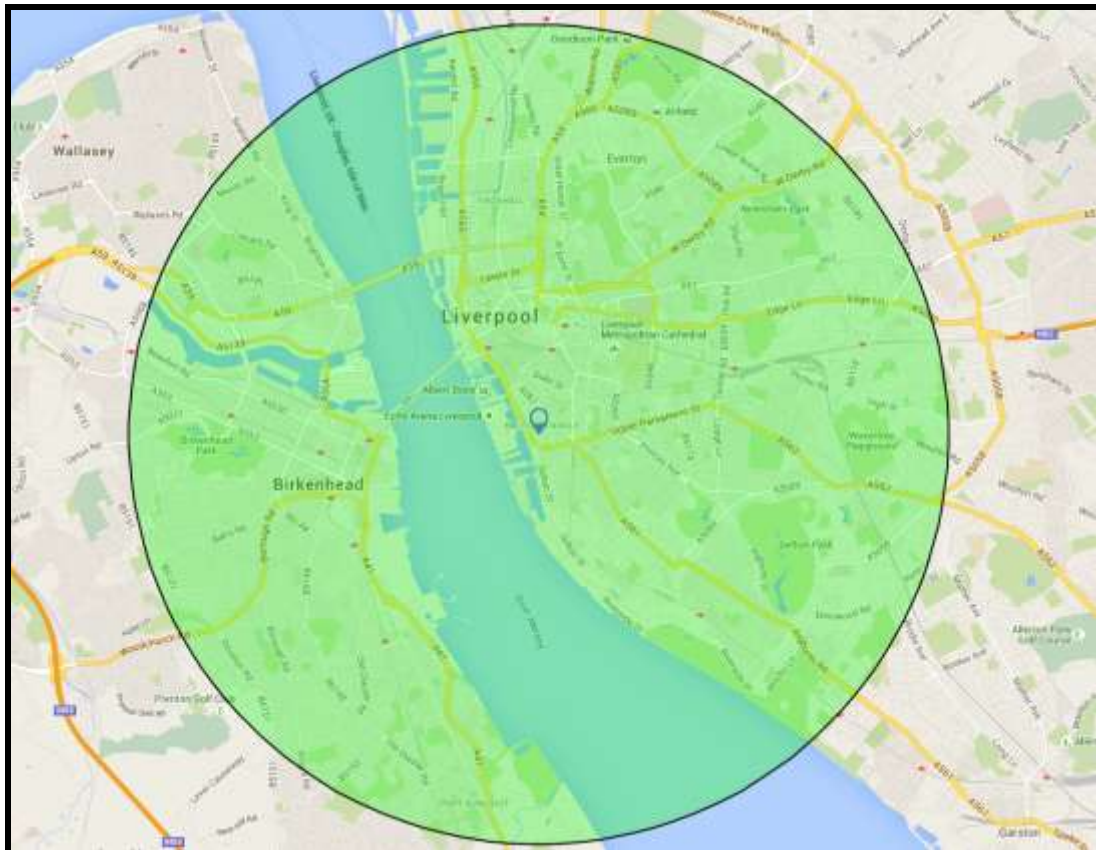
**There are existing pedestrian routes in the vicinity of the site that will assist the accessibility of the site for pedestrians.**

Historic Guidance and perceived good practice suggests: “Cycling also has potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport” The CIHT guidance ‘Cycle Friendly Infrastructure’ (2004) states that: “Most journeys are short. Three quarters of journeys by all modes are less than five miles (8km) and half under two miles (3.2km) (DOT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person.” (para 2.3)

The National Travel Survey NTS (undertaken annually by the DfT) has identified that bicycle use depends on topography, but a mean distance of between 5 – 10 kilometres is considered a reasonable travel distance between home and workplace. For the purposes of this report the national guidance of 5km has been used.

The green circle indicates the 5 km distance. It incorporates a substantial part of the adjacent urban areas, which means the development site is well linked to the wider area.



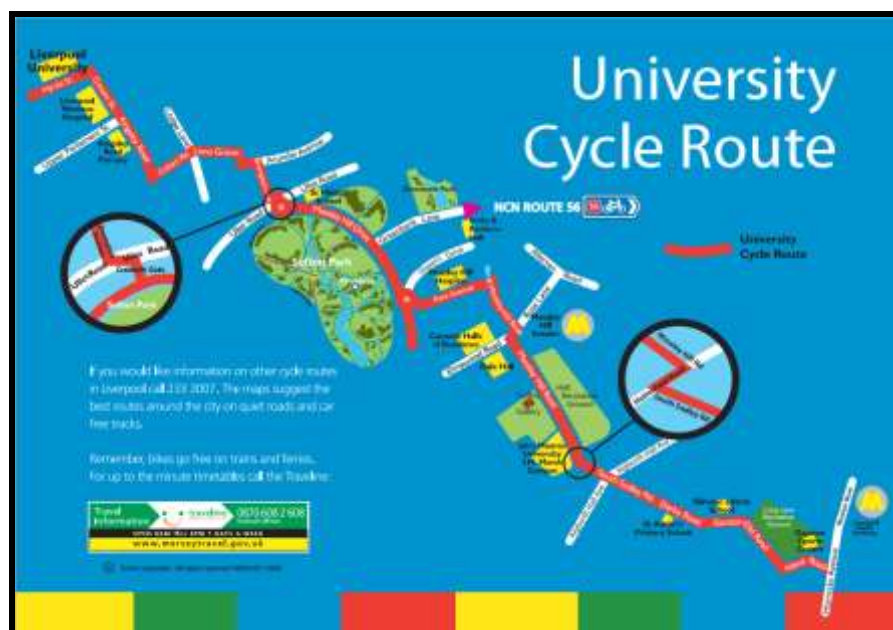
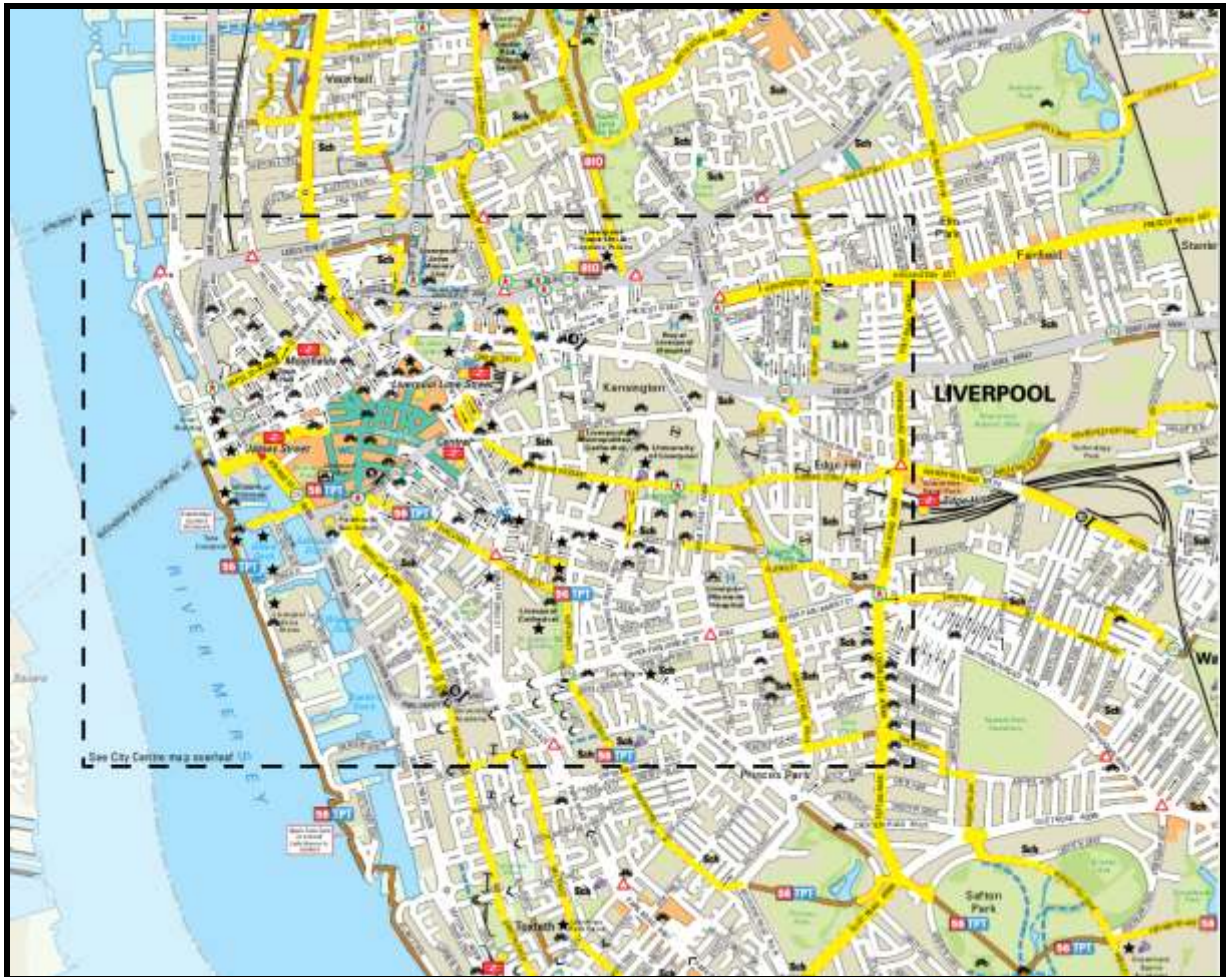


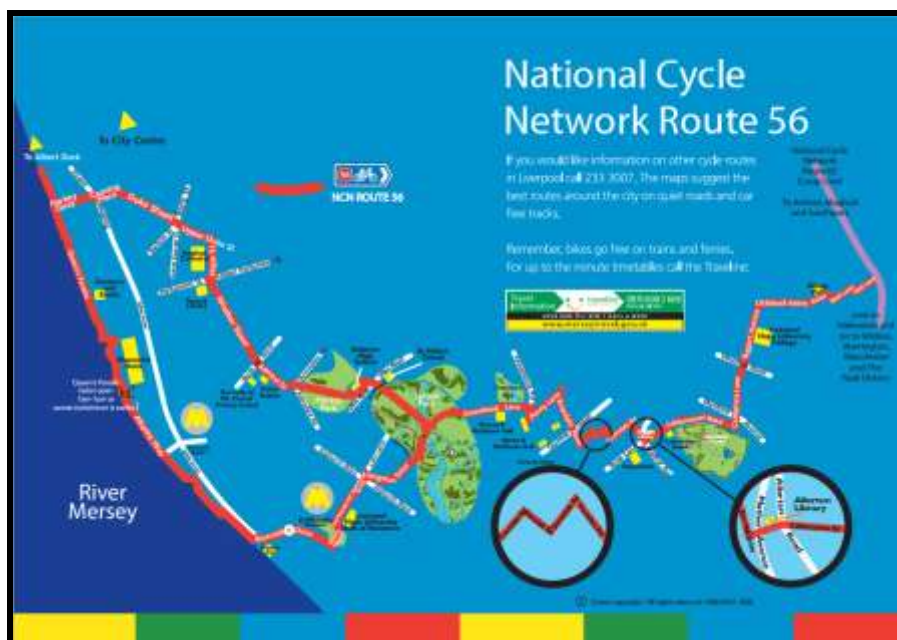
### Cycle Catchments

There are currently three signed cycle routes: the University Cycle Route, which runs through the heart of the education campus and connects into Sefton Park -a section of this within close proximity to the proposed development site; also connecting to the University Cycle Route is the Woolton Cycle Route, providing a link to the east of the City; and to the south on Upper Duke Street is the Trans-Pennine Trail Link, which is a long distance cycle route and part of the National Cycle Network.









Cycle parking has been provided at nodes of activity – including retail and leisure centres and at various locations around the area. The site adds to this provision.



#### City bike parking offer.

Liverpool's cycle hire scheme "Citybike". Citybike is the largest public bicycle sharing scheme outside of London – with 160 bike stations in operation across Liverpool with a range of tariff options available, including a student membership discount. More information, including a map of the existing live bike stations, can be found on the Citybike webpage: <http://www.citybikeliverpool.co.uk/LandingPage.aspx>

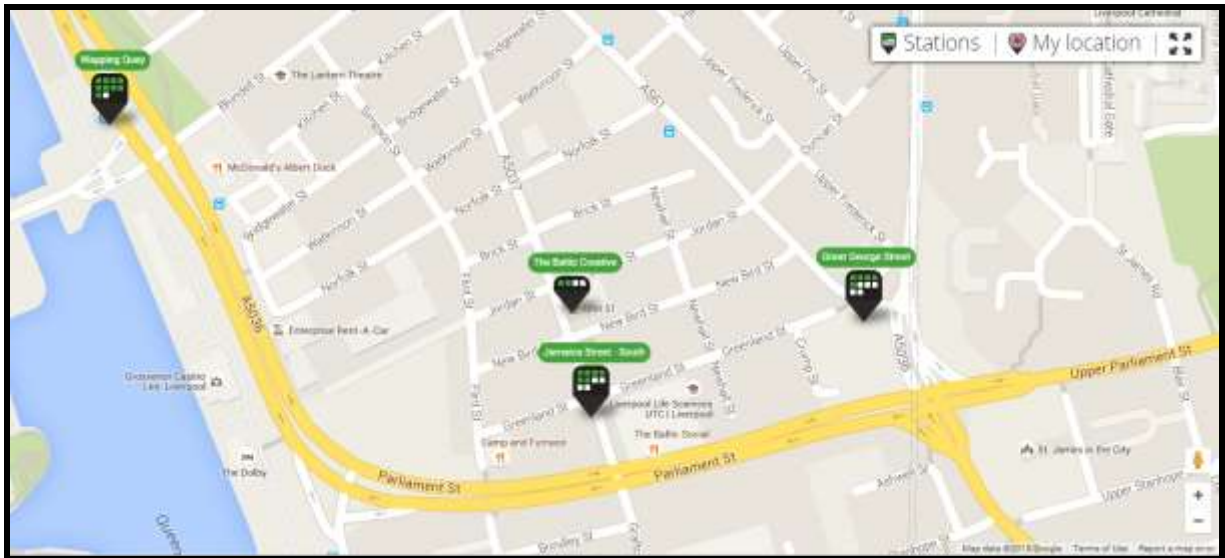
The Liverpool Cycle map is available online:

[http://www.letstravelwise.org/files/1195395393\\_Cycle%20Map%20-%20Liverpool%202011.pdf](http://www.letstravelwise.org/files/1195395393_Cycle%20Map%20-%20Liverpool%202011.pdf)

The 'Everton Park and the Mersey' route map may be useful for residents:

[http://www.letstravelwise.org/files/80318448\\_cycle-route-map-everton-park-mersey.pdf](http://www.letstravelwise.org/files/80318448_cycle-route-map-everton-park-mersey.pdf)





Therefore, there are a variety of leisure, employment and amenity attractions within the cycle catchment area that can access the site.

In conclusion, the proposed application site can be considered as being served by the cycle network and is therefore accessible by cycle.

## Public Transport

An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.

The CIHT 'Guidelines for Planning for Public Transport in Developments' (March 1999) set out that, in considering public transport provision for development, three questions need to be addressed:

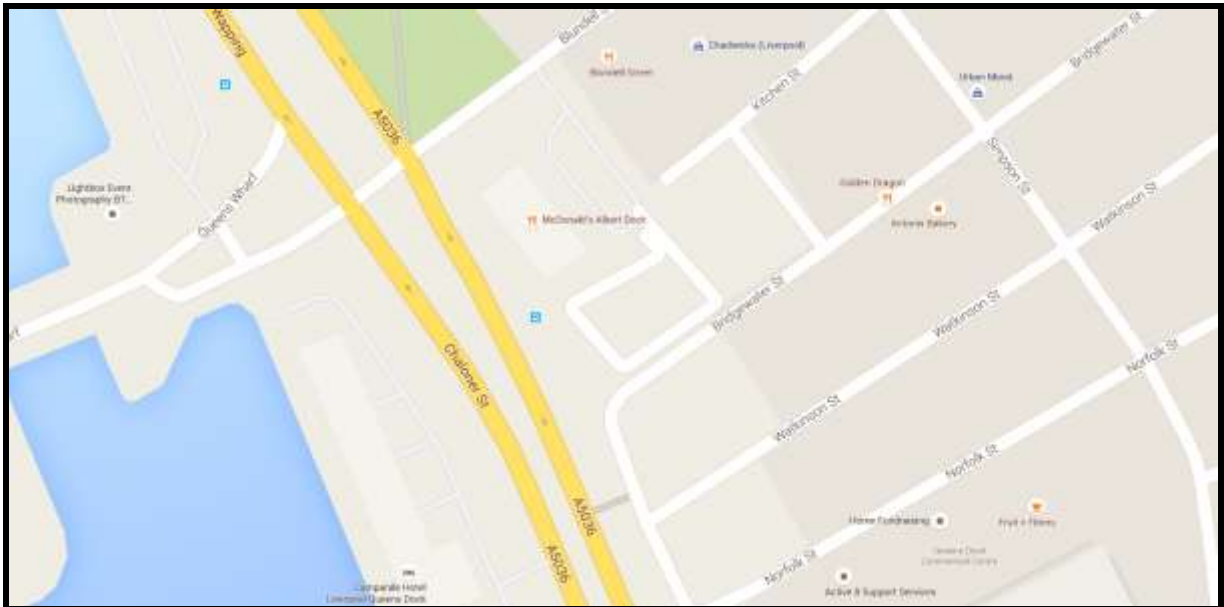
"What is the existing situation with respect to public transport provision in and around the development?

What transport provision is required to ensure that the proposed development meets national and local transport policy objectives?

Are the transport features of the development consistent with the transport policy objectives, and if not, can they be changed to enable the policy objectives to be achieved?" (para 4.18).

As shown in the walking section the development site is located well within 200 metres from the nearest bus stops.

The bus stops closest to the site are along Chaloner Street support with stops on Jamaica Street, as shown by the photo below along with the Jamaica Street stop.



### Bus stops and services for the St James Street route



<b>26</b> To: <b>CITY CENTRE (LIVERPOOL ONE BUS STATION)</b> Via: Park Lane From 01/09/2013 <b>ARRIVA</b>		
<b>MONDAY TO FRIDAY</b>	<b>SATURDAY</b>	<b>SUNDAY</b>
5:37am 6:07am 6:37am 6:57am 7:07am 7:17am 7:37am 7:46am 7:56am <b>THEN EVERY 10 MINUTES</b> UNTIL 6:26pm 6:46pm 7:11pm 7:41pm <b>THEN EVERY 30 MINUTES</b> <b>AT 11 41</b> MINUTES PAST EACH HOUR UNTIL 11:11pm 11:41pm	6:07am 6:37am 7:07am 7:46am 8:06am 8:26am 8:46am 9:01am 9:16am 9:31am 9:46am 9:56am <b>THEN EVERY 10 MINUTES</b> UNTIL 4:46pm 5:01pm 5:16pm 5:31pm 5:46pm 6:06pm 6:26pm 6:46pm 7:11pm 7:41pm <b>THEN EVERY 30 MINUTES</b> <b>AT 11 41</b> MINUTES PAST EACH HOUR UNTIL 11:11pm 11:41pm	6:37am 7:22am 7:56am 8:26am 8:56am 9:36am 9:56am 10:36am 10:56am 11:26am 11:41pm <b>THEN EVERY 30 MINUTES</b> <b>AT 11 31 31</b> MINUTES PAST EACH HOUR UNTIL 11:11pm 11:41pm <b>THEN EVERY 30 MINUTES</b> <b>AT 11 41</b> MINUTES PAST EACH HOUR UNTIL 11:11pm 11:41pm
<b>03</b> To: <b>WATERLOO STATION</b> Via: Strand Street, Great Howard Street, Derby Road, Millers Bridge, Bootle, Seaforth, Litherland Merseytravel bus service		
<b>MONDAY TO FRIDAY</b>	<b>SATURDAY</b>	<b>SUNDAY</b>
6:26am 8:56am 7:56pm 7:56pm 8:26am 8:56am	NO SERVICE	NO SERVICE

<b>130</b> To: <b>OLD ROAN</b> Via: Liverpool ONE Bus Station, Queen Square Bus Station, Vauxhall Road, Boundary Street, County Road, Rice Lane, Walton Vale, Park Lane, Fleetwoods Lane, Buckley Hill Lane, Northern Perimeter Road Merseytravel bus service From 17/10/2011		
<b>MONDAY TO FRIDAY</b>	<b>SATURDAY</b>	<b>SUNDAY</b>
<b>NO SERVICE UNTIL</b> 7:10pm 7:40pm <b>THEN EVERY 30 MINUTES</b> <b>AT 10 40</b> MINUTES PAST EACH HOUR UNTIL 11:10pm 11:40pm 12:10pm	<b>NO SERVICE UNTIL</b> 7:10pm 7:40pm <b>THEN EVERY 30 MINUTES</b> <b>AT 10 40</b> MINUTES PAST EACH HOUR UNTIL 11:10pm 11:40pm 12:10pm	7:40am <b>THEN EVERY 30 MINUTES</b> <b>AT 10 40</b> MINUTES PAST EACH HOUR UNTIL 11:10pm 11:40pm 12:10pm
CODE: * Journey operates to Liverpool ONE Bus Station only		
<b>X1</b> To: <b>CITY CENTRE (LIVERPOOL ONE BUS STATION)</b> <b>ARRIVA</b> From 11/05/2014		
<b>MONDAY TO FRIDAY</b>	<b>SATURDAY</b>	<b>SUNDAY</b>
6:46am 7:16am 7:46am 8:26am 8:56am 9:16am 9:51am 10:26am 10:56am <b>THEN EVERY 30 MINUTES</b> <b>AT 26 56</b> MINUTES PAST EACH HOUR UNTIL 3:56pm 4:31pm 5:01pm 5:31pm 6:01pm 6:36pm 7:26pm 11:26pm	7:36am 7:56am <b>THEN EVERY 30 MINUTES</b> <b>AT 26 56</b> MINUTES PAST EACH HOUR UNTIL 6:26pm 6:56pm 7:56pm	NO SERVICE



Jamaica Street bus stop and services

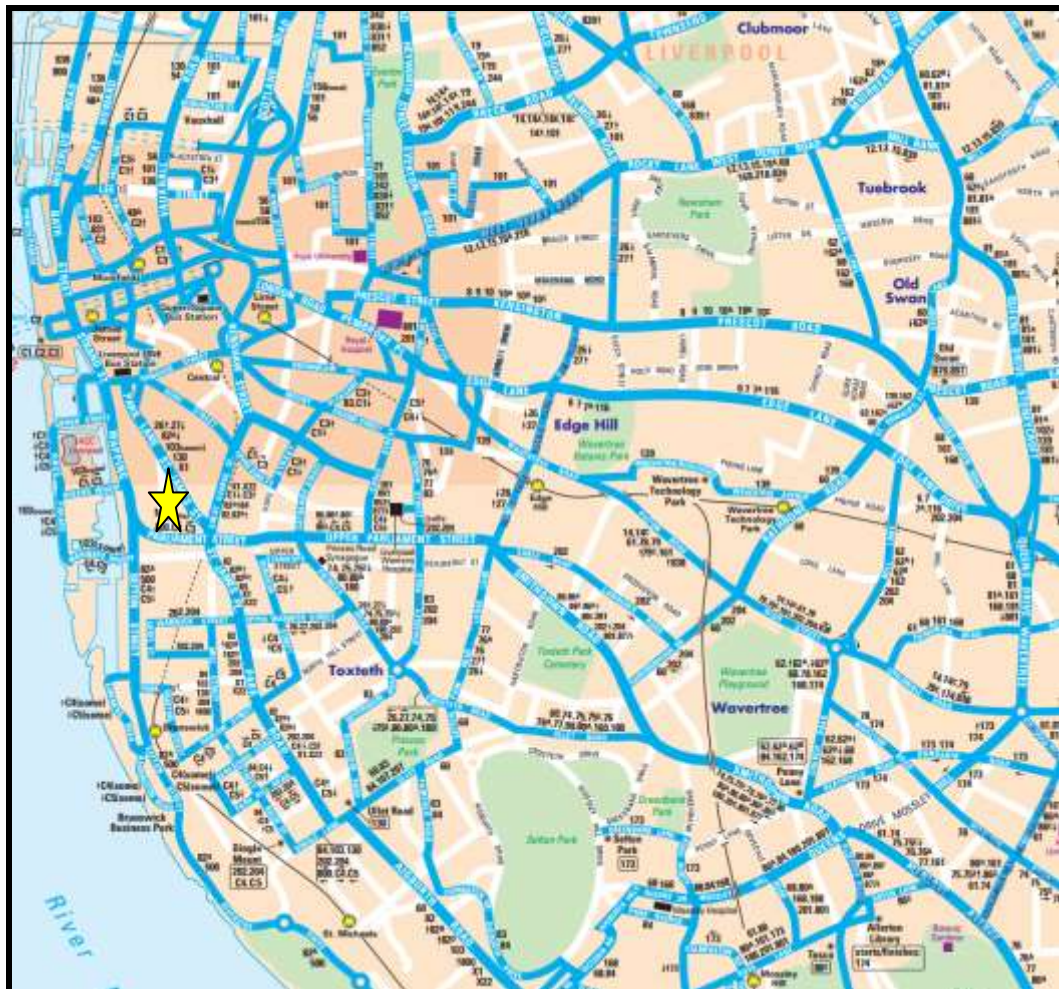
 <b>BUSES FROM THIS STOP</b> <b>JAMAICA STREET</b> Bridgewater Street THIS IS STOP 41020A IN AREA C ZONE C1		
<b>CL</b> To: <b>CITY CENTRE CIRCULAR</b> From 01/02/2014 Via: Great George Street, Hope Street, Mount Pleasant, Brownlow Hill, Lime Street, Queen Square Bus Station, Dale Street, Water Street, Pier Head, Liverpool ONE Bus Station, Albert Dock		
<b>MONDAY TO FRIDAY</b>	<b>SATURDAY</b>	<b>SUNDAY</b>
8.53am 9.14am 9.28am 9.40am 9.53am THEN EVERY 12 MINUTES AT 04 16 28 40 52 MINUTES PAST EACH HOUR UNTIL 8.04pm	8.53am 9.14am 9.28am 9.40am 9.53am THEN EVERY 12 MINUTES AT 04 16 28 40 52 MINUTES PAST EACH HOUR UNTIL 8.04pm	9.14am 9.28am 9.40am 9.53am THEN EVERY 12 MINUTES AT 04 16 28 40 52 MINUTES PAST EACH HOUR UNTIL 8.04pm



Chaloner Street Stops

<b>442</b> To: <b>DINGLE MOUNT</b> From 19/4/2015 <b>AVON</b> Via: Park Road, Park Hill Road		
<b>MONDAY TO FRIDAY</b>	<b>SATURDAY</b>	<b>SUNDAY</b>
NO SERVICE	7.23am 7.53am 8.30am	7.23am 7.53am 8.30am
<b>473</b> To: <b>DINGLE MOUNT</b> From 19/04/2015 <b>AVON</b> Via: St James Place, Park Place, Park Road		
<b>MONDAY TO FRIDAY</b>	<b>SATURDAY</b>	<b>SUNDAY</b>
7.19am 7.49am	NO SERVICE	NO SERVICE
<b>500</b> To: <b>LIVERPOOL JOHN LENNON AIRPORT</b> From 12/04/2015 <b>ARRIVA</b> Via: Sefton Street, Jericho Lane, Aigburth Road, Speke Road, Estuary Boulevard, Speke Hall Avenue		
<b>MONDAY TO FRIDAY</b>	<b>SATURDAY</b>	<b>SUNDAY</b>
5.04am 5.29am 5.59am 6.34am 6.54am 7.27am 7.53am 8.23am 9.23am 9.53am THEN EVERY 30 MINUTES AT 23 53 MINUTES PAST EACH HOUR UNTIL 3.23pm 4.23pm 4.53pm 5.23pm 5.53pm 6.21pm 6.47pm 7.17pm	5.04am 5.29am 5.59am 6.34am 6.54am 7.27am 7.53am 8.23am 9.23am 9.53am THEN EVERY 30 MINUTES AT 23 53 MINUTES PAST EACH HOUR UNTIL 3.23pm 4.23pm 4.53pm 5.23pm 5.53pm 6.21pm 6.47pm 7.17pm	5.04am 5.29am 5.59am 6.34am 6.54am 7.27am 7.53am 8.23am 9.23am 9.53am THEN EVERY 30 MINUTES AT 23 53 MINUTES PAST EACH HOUR UNTIL 3.23pm 4.23pm 4.53pm 5.23pm 5.53pm 6.21pm 6.47pm 7.17pm





Local bus routes



### **Private hire**

As with most cities the taxi offering is supplemented by private hire vehicles pre booked for pick up and drop off, ideally suited for evening leisure trips etc.

### **Summary**

In summary, the application site can be considered as having a very good potential to be accessible by walk, cycle and public transport in accordance with planning policy guidance related to urban areas.

## 5. ACCESSIBILITY ASSESSMENT

The following assessment is based on LCC SPD, score needed below and assessment follows.

**Table 3.1: Minimum Levels of Accessibility: Minimum Scores for 'Medium' 'Large' and 'Major' Developments**

Development Type	Location (see key below)	Development Size	Minimum score for walking	Minimum score for cycling	Minimum score for public transport	Minimum score for vehicle access
A1 Retail D2 Assembly & Leisure	Urban Centre	Major & Large	2	5	5	3
		Medium	2	3	3	2
	Other Urban	Major & Large	4	5	6	2
		Medium	4	3	4	1
A3 Restaurants & Cafes	Urban Centre	All	1	4	4	3
A4 Drinking Establishments	Other Urban	All	4	5	4	1
A5 Hot Food Takeaway						
C3 Dwelling Houses (For flats with no 'internal circulation', issues, i.e. no car park, reduce walking and cycling target by 1.)	Urban Centre	Major & Large	4	4	5	3
		Medium	2	3	5	3
	Other Urban	Major & Large	4	5	5	1
		Medium	4	3	5	1

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 <input type="checkbox"/>
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 <input type="checkbox"/>
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	2
		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 <input type="checkbox"/>
			Total (B)	
Summary	Box A: Minimum Standard (from Table 3.1)	4 accommodation	Comments or action needed to correct any shortfall	
	Box B: Actual Score	4		

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.			Yes <input type="checkbox"/>
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 <input type="checkbox"/>
Location	<u>Housing Development:</u> Is the development within 1 mile of a district or local centre (see Accessibility Map 1)	Yes	2	<input type="text" value="2"/>
	<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)	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	<input type="text" value="1"/>
		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	<input type="text" value="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	<input type="text" value="1"/>
		No	0	
			Total (B)	
Summary	Box A: <b>Minimum Standard</b> (From Table 3.1)	<input type="text" value="4 accommodation"/>	Comments or action needed to correct any shortfall	
	Box B: <b>Actual Score</b>	<input type="text" value="4"/>		

Access by Public Transport			Points	Score
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	2
	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	
	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	
	The proposal contributes to an existing or new bus service		1	
			Total (B):	
Summary	Box A:  Minimum Standard  (from Table 3.1)	5 accommodation	Comments or action needed to correct any shortfall	
	Box B: Total Score	5		

Vehicle Access and Parking		Points	Score
Vehicle access and circulation	Is there safe access to and from the road? If no, you must address safety issues.		Yes <input type="checkbox"/>
	Can the site be adequately serviced? If no, you must address service issues.		Yes <input type="checkbox"/>
	Is the safety and convenience of other users (pedestrians, cyclists and public transport) affected by the proposal? If yes, you must address safety issues.		<input type="checkbox"/> / No
	Has access for the emergency services been provided? If no, you must provide emergency service provision.		Yes <input type="checkbox"/>
	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.		<input type="checkbox"/>
Parking	The off-street parking provided is more than advised in Section 4 for that development type. If yes, parking provision must be reassessed.		<input type="checkbox"/> / No
	The off-street parking provided is as advised in Section 4 for that development type	1	<input type="checkbox"/> 1 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 <input type="checkbox"/> 2
	For development in controlled parking zones:		<input type="checkbox"/>
	• Is it a car free development?	1	Yes <input type="checkbox"/> 1
	• 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 / <input type="checkbox"/> 1
		Total (B):	
Summary	Box A: <b>Minimum Standard</b> (From Table 3.1)	3 accommodation  <input type="checkbox"/> 5	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.

The site meets the scoring requirement and the local facilities meet the needs of an urban centre.

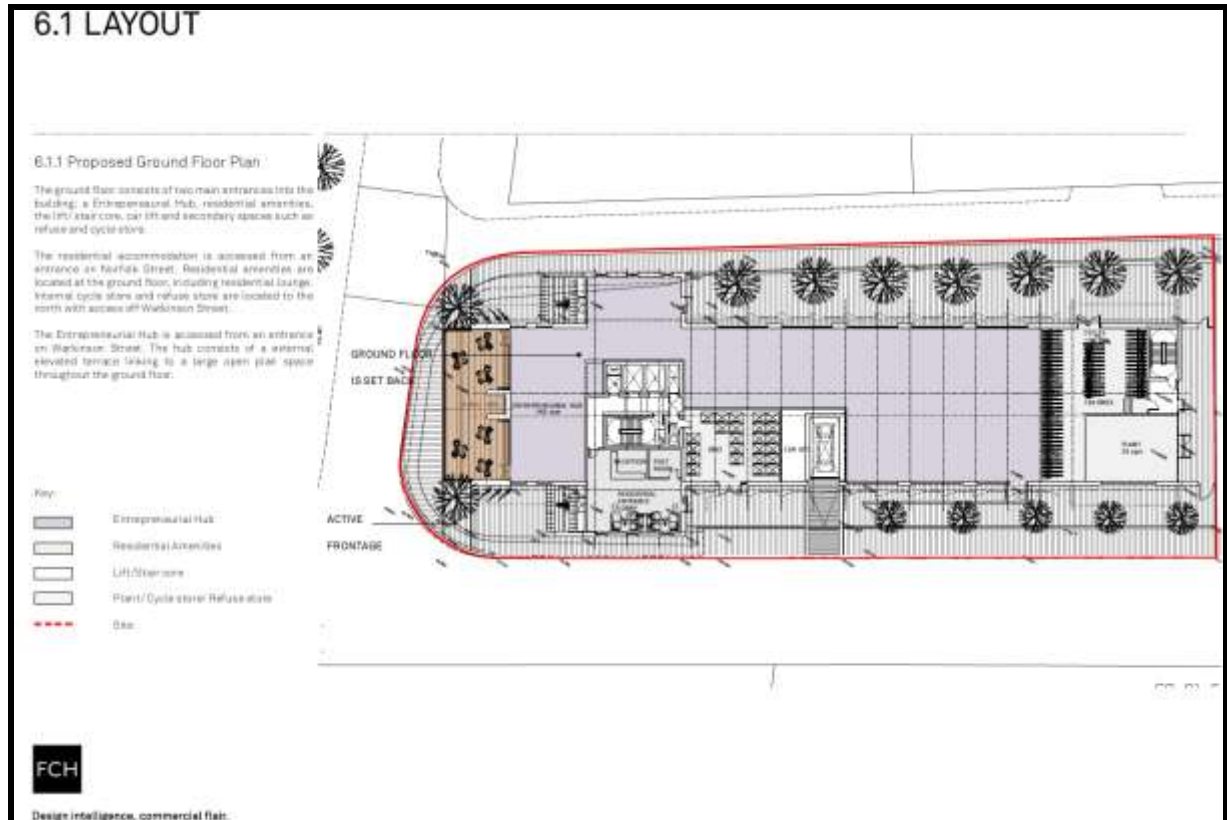
## 6. THE DEVELOPMENT PROPOSALS AND LAYOUT

### Development Proposals

Full planning application seeking permission for the erection of a multi storey building on land between Norfolk Street and Watkinson Street, Liverpool. The scheme comprises 257 apartments with ground floor residents lounge and reception and an Entrepreneurial Hub of 597 sqm.

The site will offer 30 spaces in a basement car park.

The proposal also includes the incorporation internal cycle spaces for residents and hoops for visitors.



### Site Layout

#### Servicing, traffic orders and new footpaths

The larger deliveries are accommodated on street using Watkinson Street for the commercial needs, the parking bays or the adjacent kerbs on Norfolk street can be used as there are no loading restrictions along sections of the street.

This arrangement is typically used in the area and found acceptable by LCC Highways for the scale of development proposed.

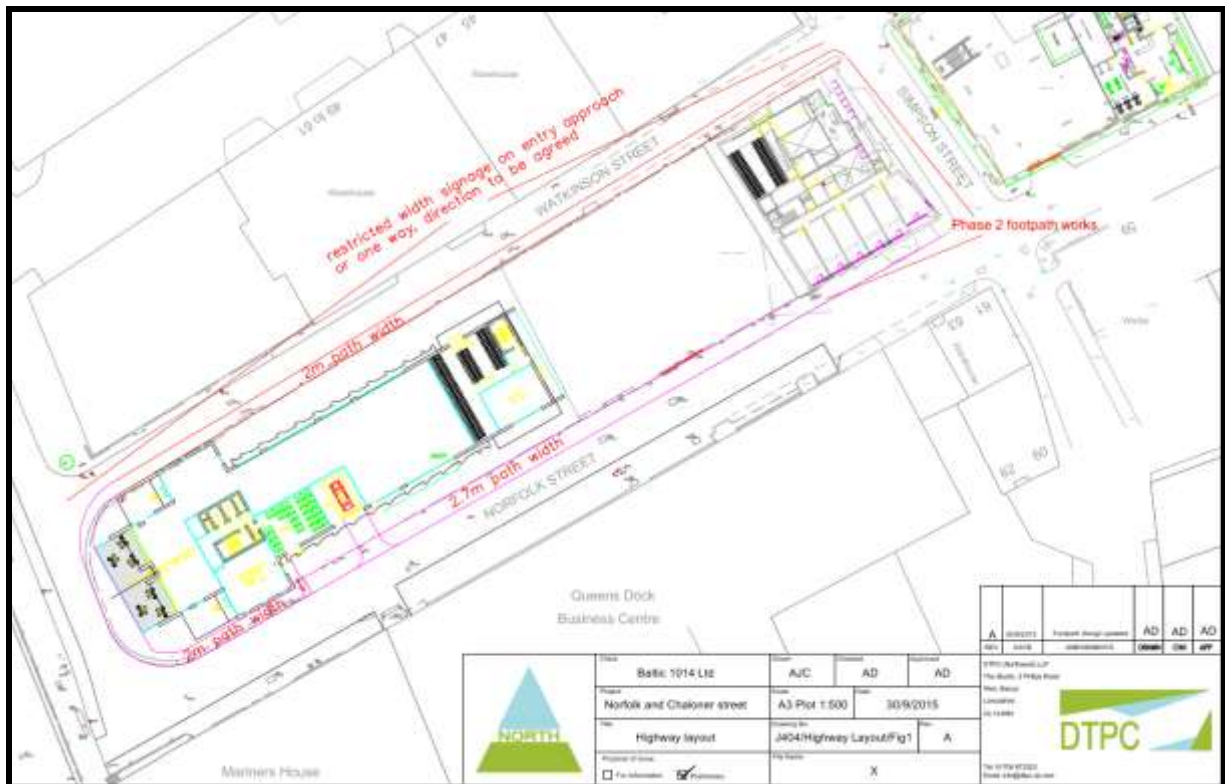
The existing access points will be made good as footpaths.

The plan overleaf shows a 2m path provision along the site frontage.

The design does not affect the parking offer locally.

In addition the scheme will support if required a City Bike station on Chaloner Street to the front of the site.





### Trip levels and car parking

The highly accessible nature of the scheme as with most centre type schemes would require staff to use walk/cycle/car share/public transport as their chosen mode of transport. These are set out in the sustainability chapter.

As stated before car parking for visitors to the accommodation or those using the area as a shared trip/employees car sharing etc can use the local parking offer, this is provided as short stay parking or permit parking in the same bays.

The following sets out the current requirement for parking in the City Centre Area.

**Policy 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.

### Abstracts from the SPD

4.15 When dealing with residential parking, a request will be made for developers to make provision for a ratio of 0.70;1 parking spaces to dwellings. Where a developer is unable to achieve this , or



where this is not desirable, a request for access to be improved by other modes, either through contributions or direct improvements on the ground, will be made.

4.16 We may encourage lower levels of parking, along with adequate support for walking, cycling, public transport and travel plans, where:

- The development is in an accessible location (such as within the City Centre, District or Local Centre), or where there is good public transport access (see accompanying Accessibility Maps, map 2);
- Initiatives to reduce traffic are planned for, or are being introduced, in the area; and
- There is adequate off-street parking within 400m or potential for shared use of spaces (for example, in mixed-use developments).

4.17 In such circumstances where lower levels of car parking are not provided the reasons why should be stated in the completed Accessibility Checklist.

Car parking policy for each use is set out below:

#### **B1 - Business**

<b>Vehicle Type</b>	<b>Standard</b>
<b>Cycles</b>	Staff - 1 secure covered space and locker per 400 sq. m Customer / Visitor - 1 space per 300 sq. m
<b>Motorcycles</b>	1 Space per 875 sq. m (minimum of 2 spaces)
<b>People with disabilities</b>	Up to 200 bays - 1 space per each disabled employee, plus two spaces or 5% of the maximum standard, whichever is greater Over 200 bays - 6 spaces plus 2% of the total number of spaces
<b>Service Vehicles</b>	Required above 2,500 sq. m One 3.5m x 16.5m bay, or one 3.5m x 8m bay where a servicing agreement is secured as part of a Travel Plan
<b>Other Staff/ operational parking (Maximum)</b>	City / District Centres - 1 space per 40 sq. m (Single Offices) City / District Centres - 1 space per 45 sq. m (Business Parks) City / District Centres - 1 space per 40 sq. m (Research and Development) City / District Centres - 1 space per 40 sq. m (Call Centres)

### C3 - Dwelling Houses

Vehicle Type	Standard
<b>Cycles</b>	Houses – No minimum  Flats – 1 secure space for every 1 flat, plus 1 visitor cycle stand per 10 units  Sheltered Housing – 1 secure staff cycle space per 10 units, plus cycle parking for visitors
<b>People with disabilities</b>	Wheelchair housing – 1 space per dwelling, with dimensions suitable for use by people with disabilities.  General housing – where justified by the likely occupancy of the dwelling and reserved for use by people with disabilities, above a threshold of 5 units, 1 space per 10 units or part therefore, with dimensions suitable for use by people with disabilities.
<b>General Car Parking (Guideline)</b>	Car Free:  0 spaces per dwelling  City Centre:  Flats – Average of 0.70 space per dwelling

The policy for 257 units at 0.7 would be 179 spaces.

### Census mode split

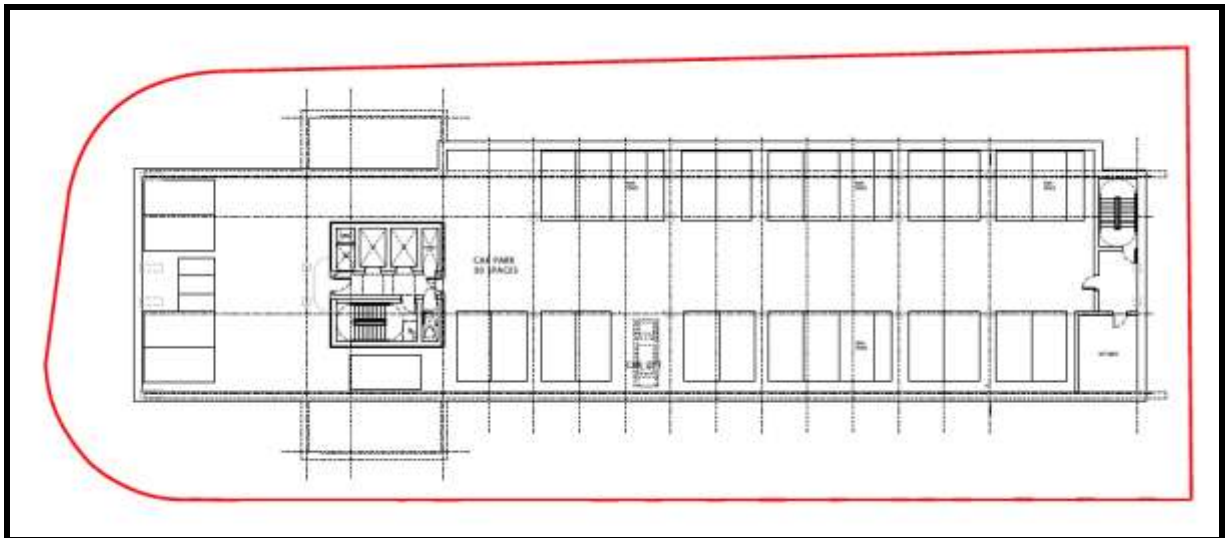
The table below sets out the 2011 census data mode split to compare the actual survey data to and inform the target setting.

Method of Travel to Work (QS701EW)	E00033024		Liverpool		North West	
	Output Area		Metropolitan District		Region	
All Usual Residents Aged 16 to 74	55	%	196630	%	3228744	%
Work Mainly at or From Home	2	3.6	5258	2.7	144079	4.5
Underground, Metro, Light Rail, Tram	0	0.0	1102	0.6	20719	0.6
Train	2	3.6	9962	5.1	89429	2.8
Bus, Minibus or Coach	5	9.1	38601	19.6	267140	8.3
Taxi	0	0.0	2777	1.4	26302	0.8
Motorcycle, Scooter or Moped	1	1.8	794	0.4	19988	0.6
Driving a Car or Van	11	20.0	95678	48.7	2021199	62.6
Passenger in a Car or Van	5	9.1	11805	6.0	197661	6.1
Bicycle	1	1.8	4062	2.1	70557	2.2
On Foot	26	47.3	25208	12.8	351807	10.9
Other Method of Travel to Work	2	3.6	1383	0.7	19863	0.6

These indicate for a mode share of 47.3% walk, 1.8% cycle, 12.7% bus/train and 20% car, 9.1% by car share.

This shows that for a site of 257 units the parking demand locally would be 52 spaces, supporting a reduced offer for the area against policy and confirming that the 179 based on policy would be an over provision.

The site seeks to provide a more limited parking offer of 30 spaces including 4 disabled based on the highly accessible location. The Baltic area has a varied parking offer of zero to 10-20% of the units.



As stated in the parking review the area does not have a major parking issues except around the core commercial area where business permit users stay all day and block the customers etc. Overnight there are no restrictions on parking.

### **Motorcycle spaces**

3 motorcycle spaces are provided.

### **Cycle Spaces**

Cycling is sustainable fast, efficient and can lead to a healthier life style. The promotion of cycling needs to be encouraged through a series of publicity campaigns. A number of organisations improve cycle access to their site by working in partnership with local authorities and cycling groups such as Sustrans ([www.sustrans.org.uk](http://www.sustrans.org.uk)).

Consideration would be given when forward planning to:

- Increase the provision of safe, secure parking as demand grows
- Provide lockers, access to changing/drying facilities and showers for staff?

In order to further encourage the use of cycling the following measures could also be implemented:

- Promote and publicise cycling – producing cycle maps promoting safe cycle routes to the home
- Cycle user groups will ensure that the voice of cyclist is heard and will help liaise with the Council as required. BikeBudi and local BUG groups should be investigated

Promotion tools to encourage cycling include Bike to Work Weeks this can also coincide with a police tagging scheme.

Liverpool's cycle hire scheme "Citybike". Citybike is the largest public bicycle sharing scheme outside of London – with 160 bike stations in operation across Liverpool with a range of tariff options available, including a student membership discount. More information, including a map of the existing live bike stations, can be found on the Citybike webpage: <http://www.citybikeliverpool.co.uk/LandingPage.aspx>

The proposed spaces are in the ground floor.



The 257 residential uses would by policy require 1 space per unit. The use of cycles needs to be encouraged but locally is only 1.8% so 100% would seem over prescriptive especially as there are city go cycles nearby.

The proposal also includes the incorporation of 128 no. internal cycle spaces for residents at a 1:2 ratio, 6 no. visitor cycle stands for 12 bicycles in front of the entrance. Less than the 100% asked for as a residential use but takes on board the mode split and the locations ability to provide a walking environment to most facilities.

A further offer made in the FTP is the provision of 10 pool cycles to residents to be managed as part of the cycle offer.

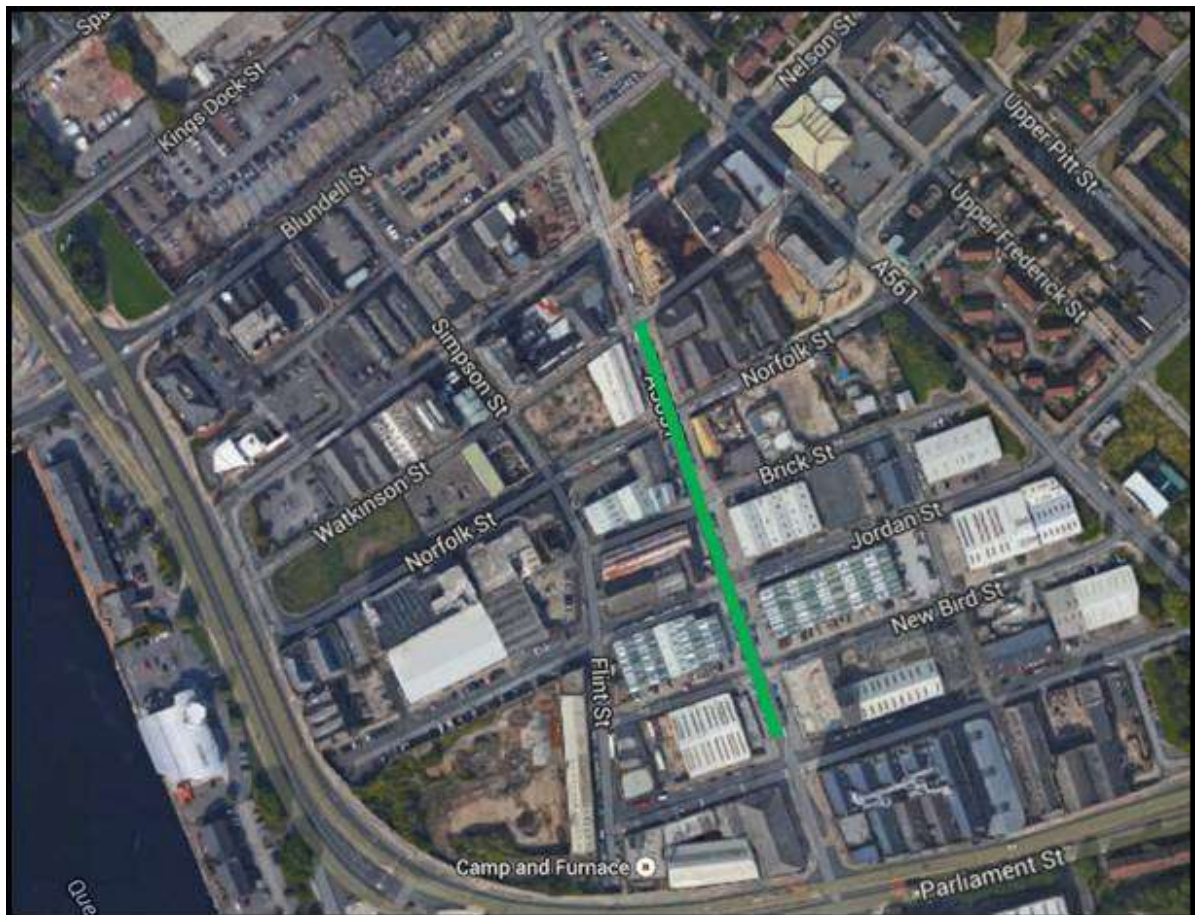
These will be delivered via the FTP which will be conditioned and approved to allow monitoring and support as needed.

### **On street parking management controls**

As described in the settings chapter the area has on street parking controls in the form of limited long stay passes for business and short stay for customers/visitors using the same spaces.

The central core along Jamaica Street is heavily parked all day from the photos and observations. However these appear to be long stay parking with limited turnover for visitors to use other than the side streets.

The whole area south of Blundell Street is some 400m sq so an easy walk area for staff.



The plan shows the commercial core/shops/cafes section etc along Jamaica Street.



It is considered good practice that short stay parking is given priority over long stay especially where there is clear demand for customer parking adjacent to business/cafes and other leisure offers. The easy walk area would be better suited than most and 800m walk to work from a car park is considered acceptable, this would well outside the whole area shown above.

As such a lesser distance of say 30m to either side of Jamaica Street may be appropriate in the long term. This would be combined with small sections along the side streets if commercial activity remains or is approved/promoted.

There is a potential for a car parking offer to be made as part of the local framework however no location or timeframe is set. The locality has a number of off street parking areas and it is suggested that these should remain as such until a parking strategy is agreed for the area.

The parking demand in the area would benefit from a detailed review of need, location and parking turnover. It is clearly outside the need or the ability of the development to provide this.

The green area covers lay-bys for approx 30 car parking spaces, if these were made short stay only between 9.00 and 5.00 i.e. remove the permit holder rights it would have a limited effect on parking as the whole area can easily accommodate these vehicles in the wider area with little increase in walk distances.

This would directly benefit the proposed mix use of the site.

## 7. SUMMARY

The scheme accords with local and national policy to site development adjacent to good transport linkages and other attractions to minimise trips and share trip movements.

The site has a sustainable location and the site layout is designed to accord with good practice.

There are no operational issues that would arise if the development was to proceed as such the scheme would have little or no impact on the local network

It is considered that there are no reasons why the scheme should not be approved from a transportation point of view.