DTPC

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April 2015

PROPOSED RESIDENTIAL ACCOMMODATION
BEVINGTON BUSH, LIVERPOOL

TRANSPORT STATEMENT

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CONTROLLED DOCUMENT

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PROPOSED RESIDENTIAL ACCOMMODATION
BEVINGTON BUSH, LIVERPOOL

TRANSPORT STATEMENT

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1. INTRODUCTION

DTPC has been appointed by FCH Architects on behalf of Jamworks Ltd to provide transport and highway advice for the traffic and transportation implications associated with the proposed residential accommodation Bevington Bush, Liverpool.

The application relates to a site located in the urban area currently used for B2 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_2 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.

Future of Transport 2004

2004, Department for Transport (DfT) published a long-term strategy (*Future of Transport* White Paper) which examines the factors that will shape travel and transport over the next thirty years. It sets out how the Government will respond to the increasing demand for travel, maximising the benefits of transport while minimising the negative impact on people and the environment.

Central to the strategy is the need to bring transport costs under control, the importance of shared decision making at local, regional and national levels to ensure better transport delivery, and ***improvements in the management of the network to make the most of existing capacity***.

National Planning Policy Framework

Abstracts are provided for reference, the ***bold italics*** are added to emphasis 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

1 7 W ithin 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 m eet 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 m ajor 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. W here 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 accommodation will help to support the local services in the area and the other uses 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 improved pedestrian crossing facilities.

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 City Centre is within an easy 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:

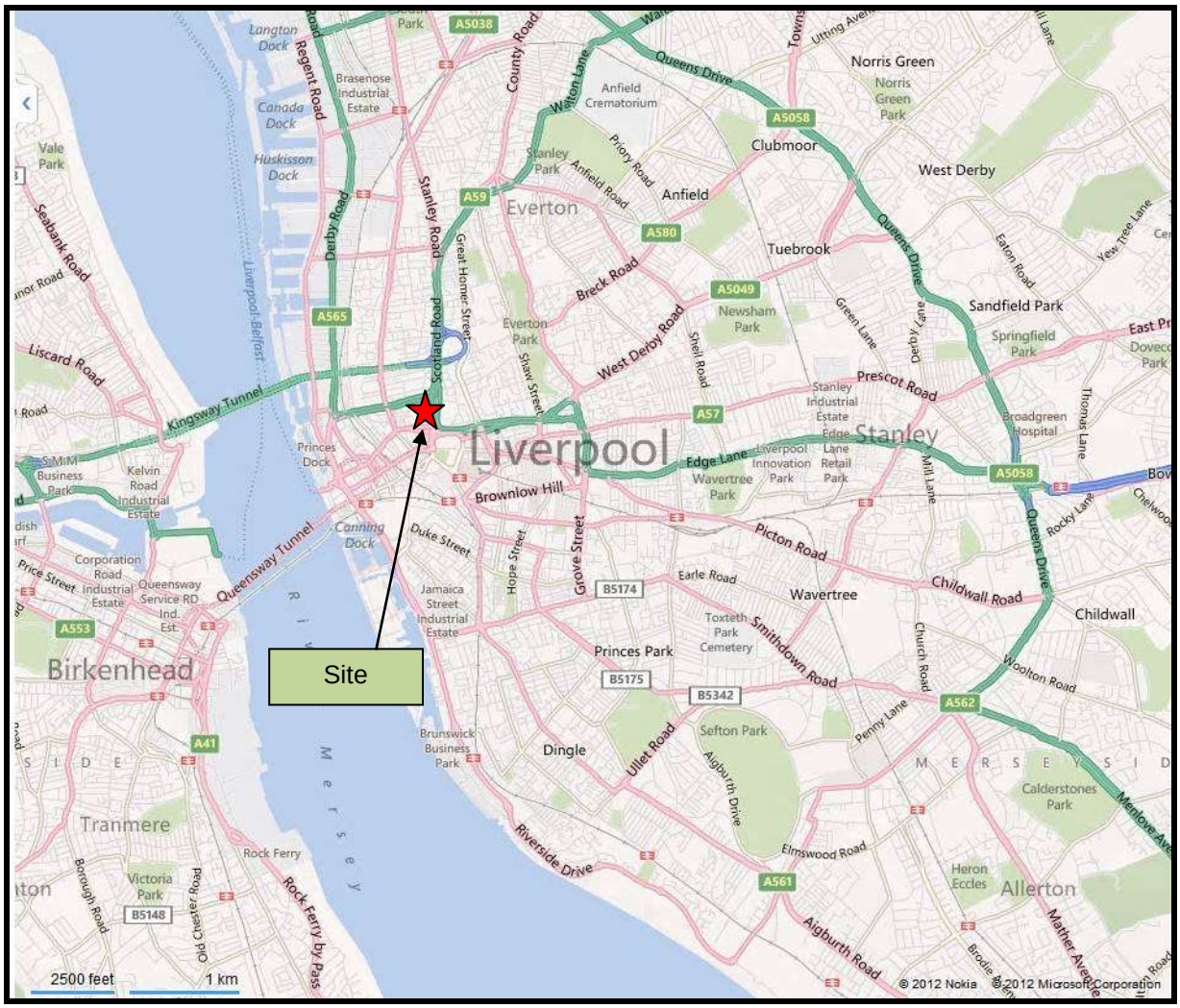
Pedestrian and cycle linkages to a number of locations and facilities are available, frequent public transport services to other major centres and interchanges, and adequate parking provision all ensure that this development is as sustainable, as required in local and national policy.

3. SITE DESCRIPTION

Site location context

The site is situated on the northerly edge of Liverpool City Centre in a mixed use employment and residential area to the west of the Byrom St corridor.

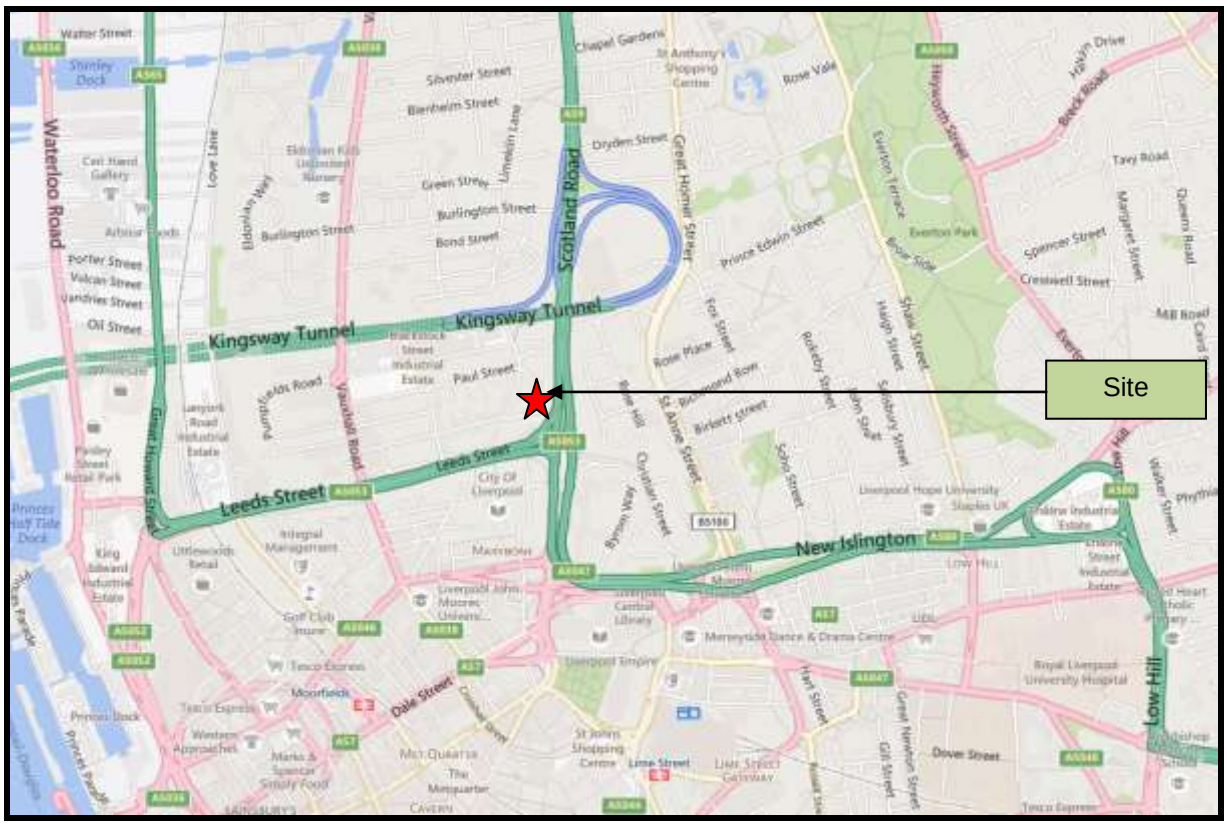
Situated approximately 1 km of the A580 leading to Edge Lane M62 corridor, the site is highly accessible by a variety of modes and is also within a reasonable walking distance of a wide variety of city centre facilities and attractions.



Site location plan in relation to neighbouring settlements and locally overleaf

From the site, the A580 corridor gives the most convenient access to the primary radial route corridors in Liverpool.

The A5047 Edge Lane for the M62 and areas to the east; the Whitechapel corridor for destinations to the south; and the Byrom for access to Southport, the M58 and areas to the north.



Local area setting and the site.

The site is to the west of the University offer to the NE/E of the city. All a within an easy walk of the site which also has a number of existing student blocks to the west of 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 primarliy an urban centre catchment containing local

services/retail units and employment. From site observation the area has a typical traffic flow charateristic associated with an urban area i.e. distinct AM and PM flow periods.

To the immediate east of the proposed site Byrom Street runs in a north south alignment and forms two arms of the major four arm signalised junction with Great Crosshall Street and Hunter Street. The road is of dual carriageway standard in both directions, with pedestrian crossing facilities including tactile paving provided on the northern arms of the signalised junction. To the north Byrom Street links with the A59 Scotland Road and provides access to the strategic route network including the M6 (North), St Helens, Widnes, Liverpool Airport and the Wallasey Tunnel. To the south Byrom Street provides direct access to Liverpool City Centre with its associated retail and commercial areas.

Given its role as a primary route into and out of Liverpool City Centre Byrom Street, including the signalised junction with Great Crosshall Street/Hunter Street, is heavily trafficked in both a northerly and southerly direction.

Naylor Street runs in a west-east direction linking Gardner's Row to the east with Vauxhall Road to the west. This links to a number of north south links leading to the Liverpool City Centre crossing Leeds Street. The Leeds St/Byrom St junction has pedestrian and cycle crossing facilities linking to the east and the University complex some 350m away.

A detailed photographic record of the local access and setting is provided below for future reference

In and out of Bevington Bush north edge of the site

View left and right from Bevington Bush.

On street parking along Paul Street and Naylor Street

Site frontage from north and south approaches

View left and right from site frontage showing clear sight lines

Walk and cycle route from site to Leeds Street showing crossing point

Route leads from Leeds Street to City centre via Fontenoy Street

Edgar Street south edge of site leading to Byrom Street

Byrom Street walk and cycle crossings

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 8 accidents recorded in the local area to the east as shown overleaf but none along the two access routes. The area is well used and such levels would not seem excessive in nature, for a major junction.

Whilst any accident is regrettable incidents of this nature the analysis of accident records has not identified any patterns would not 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 .

Summary

The local urban area has a good level of infrastructure in terms of road widths, path provision, st lighting and crossing points. The safety records indicate that the area has some recorded events but not at a level where safety issues would arise requiring intervention.

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 proximity of the site in relation to the central core of Liverpool City Centre, pedestrian facilities are numerous and generally of good quality – particularly in areas which have experienced urban realm improvements as part of the City Centre Movement Strategy (CCMS) which seeks to discourage through traffic within the City Centre; has significant improvements to public transport facilities; and wide ranging urban realm / pedestrian enhancements.

The local area has excellent facilities to promote movement of pedestrians, puffin crossings, wide footways, and directional signage to aid visitors to the area.

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.

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 yellow / 2km brown 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.

For the key urban areas a 200m desirable distance to bus stops based on urban studies corresponds to a walk time of 2.5 minutes, based upon typical normal walking speed, the site lies well within this distance for the stops shown on Byrom Street.

400m, 800m and 2000m walk isochrones reflecting 5, 10 and 25 minutes walk journeys are shown overleaf.

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.

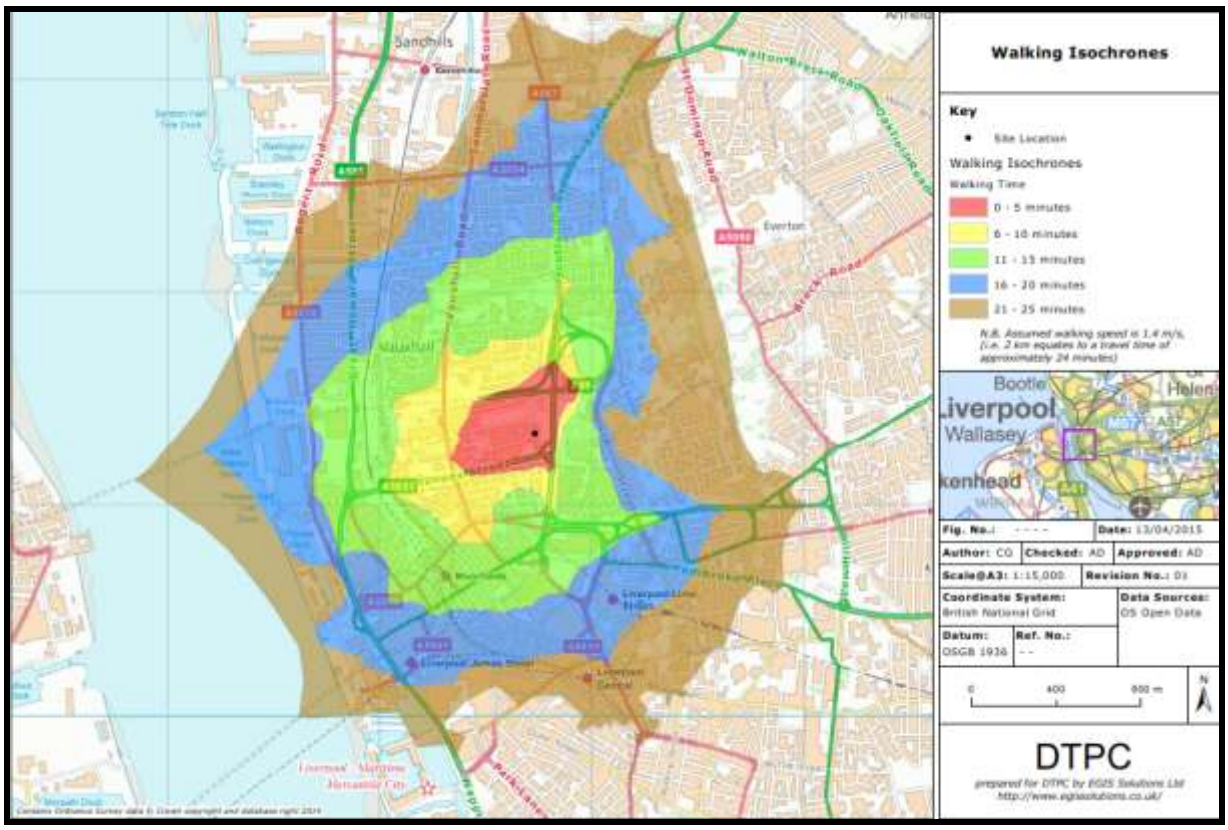
This is supported by the now superseded PPG 13 and the National Travel Survey which suggests that most walking distances are within 1.6km thus accepted guidance states that walking is the most important mode of travel at the local level supporting the above statement.

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

Importantly, the 2km walk catchment also extends to cover the full residential and employment area. There are, therefore, significant opportunities for travel on foot.

Clearly, there is also potential for walking to form part of a longer journey for residents via the bus services.

In conclusion, the proposed application site can be considered as being accessible on foot.



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.

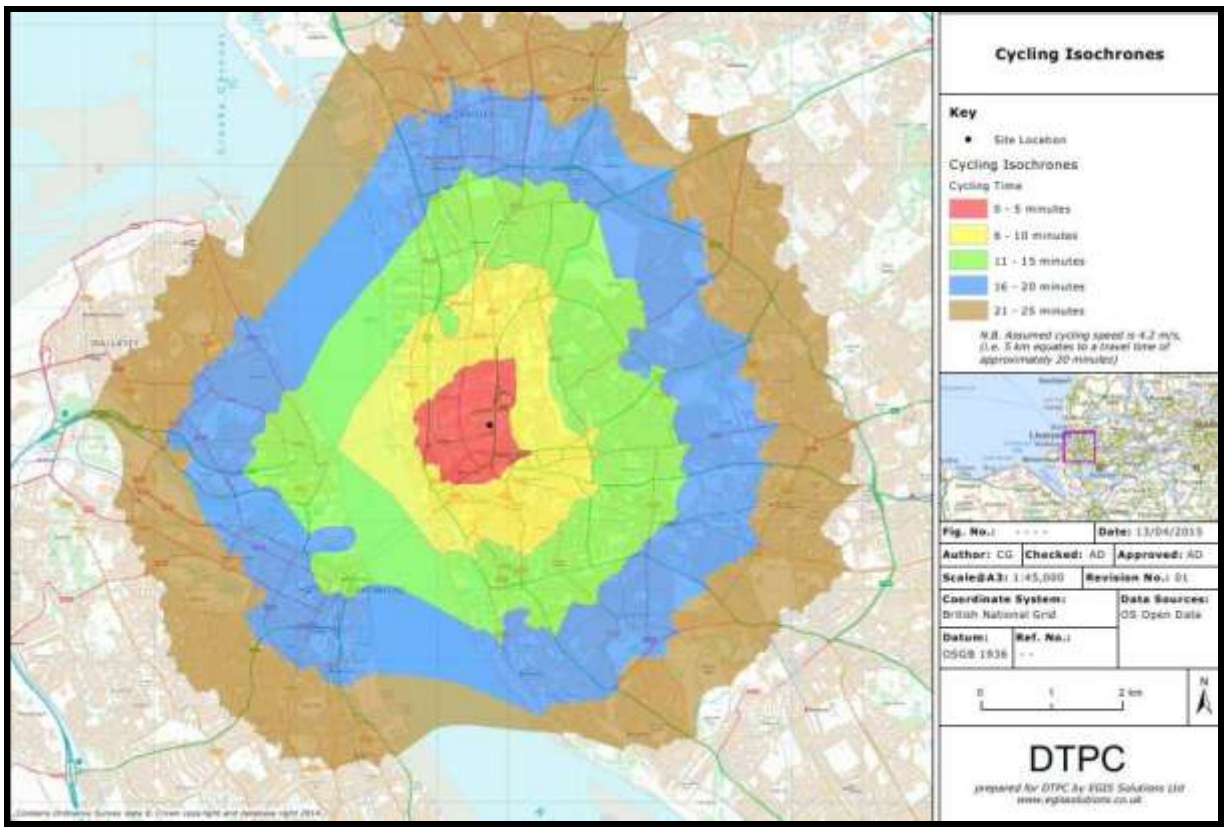
There are existing pedestrian routes in the vicinity of the site that will assist the accessibility of the site for pedestrians.

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.

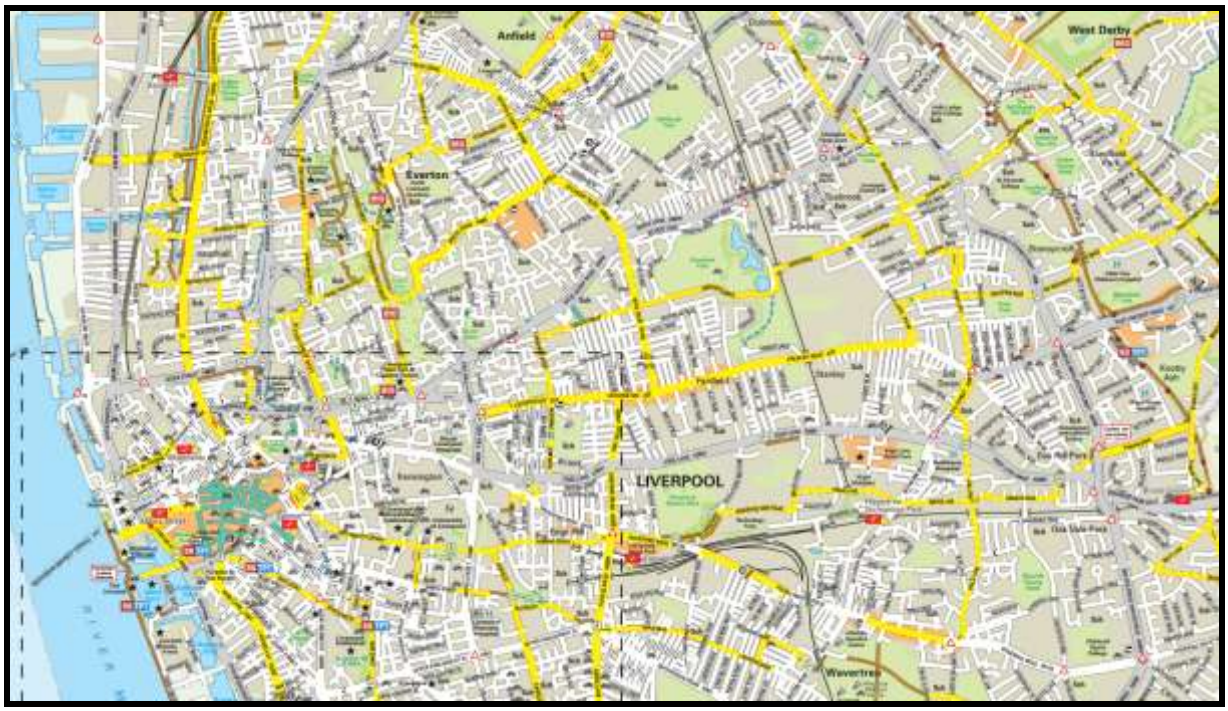
Three quarters of journeys by all modes are less than five miles (8km) and half under two miles (3.2km) (DOT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person.” (para 2.3)

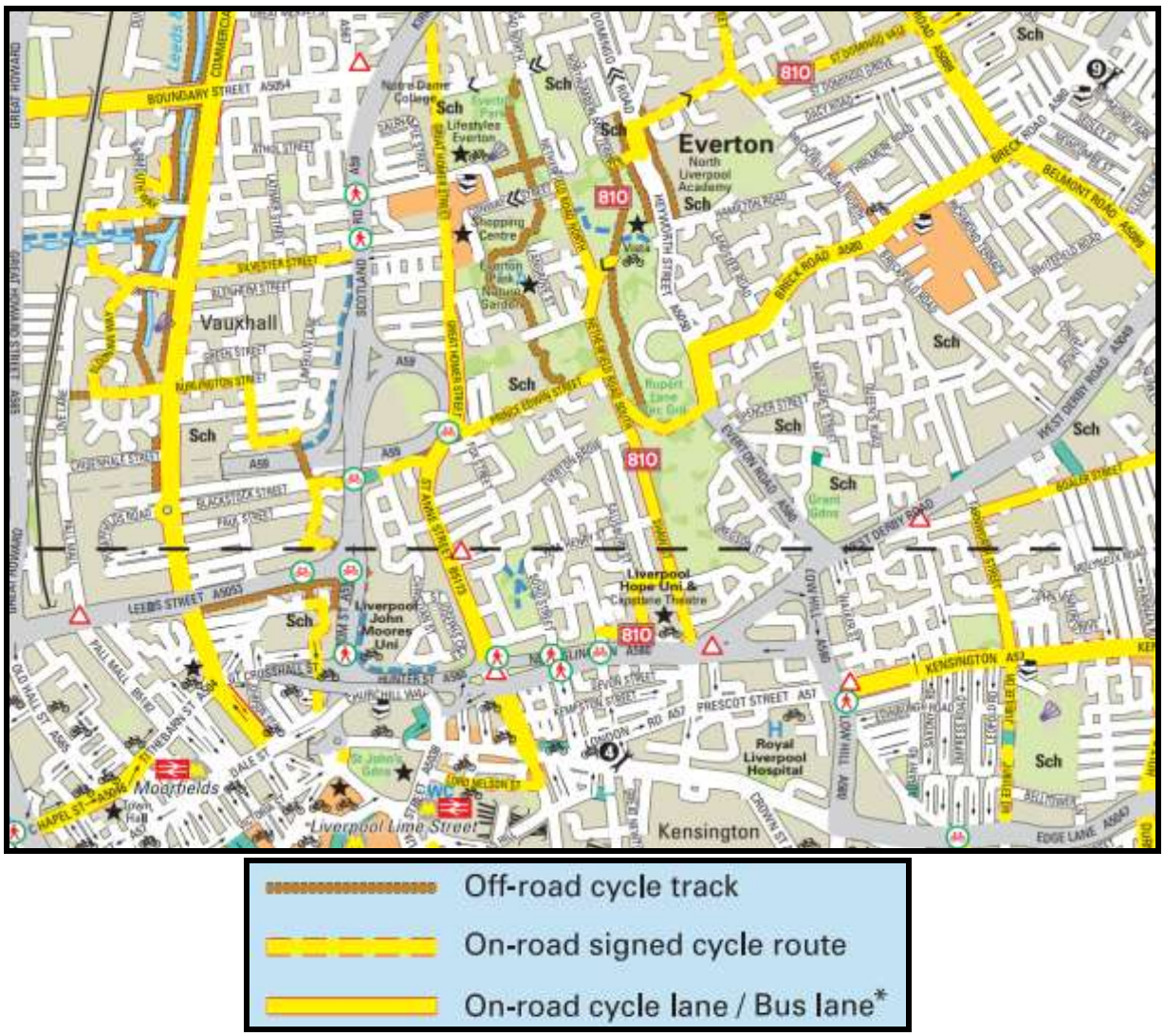
The National Travel Survey NTS (undertaken annually by the DfT) has identified that bicycle use depends on topography, but a mean distance of between 5 – 10 kilometres is considered a reasonable travel distance between home and workplace. For the purposes of this report the national guidance of 5km has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

The brown area 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.

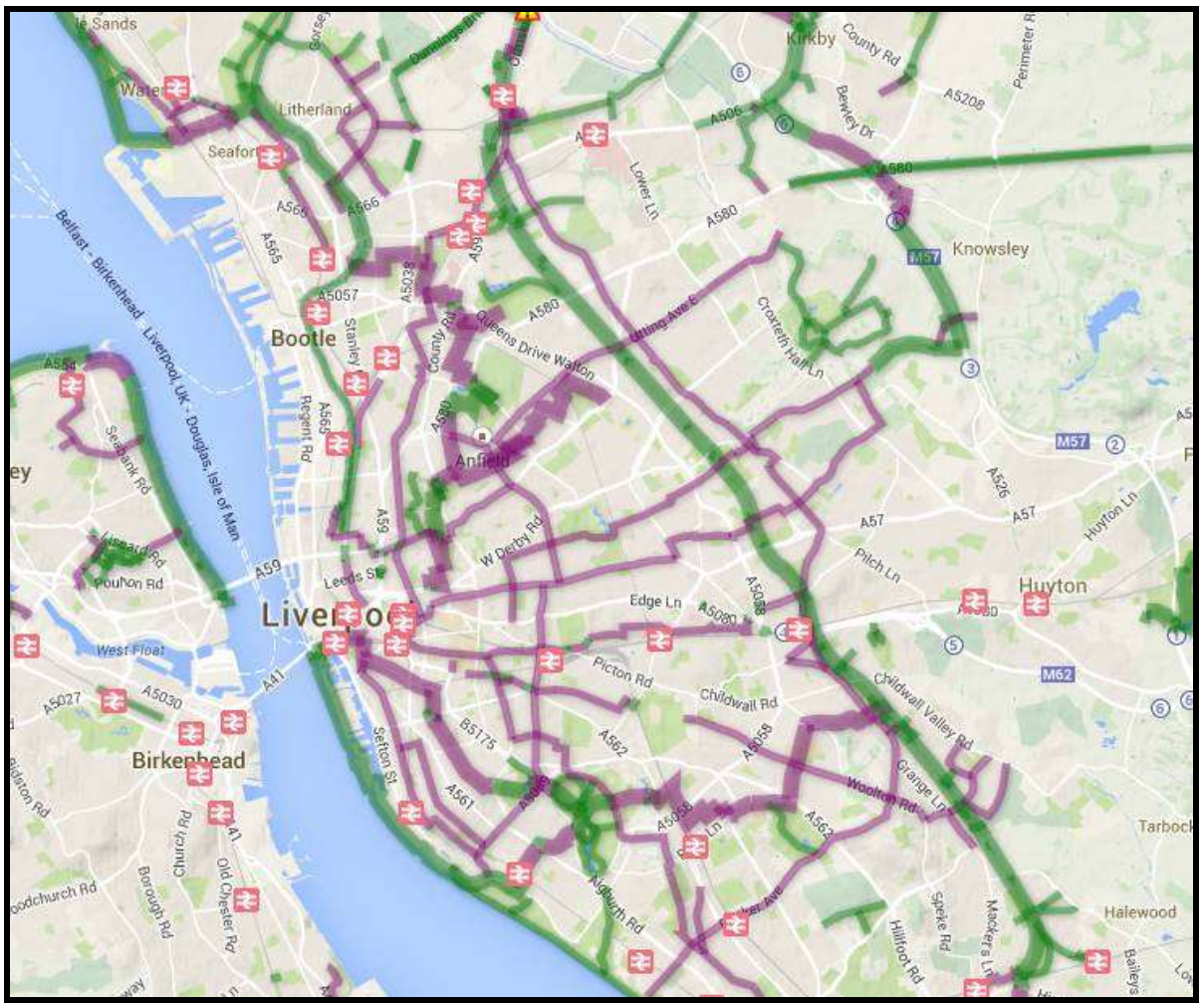


Cycle Catchments and local network below





Route 810 lies around 1000m from the site connecting it to the wider network, local signage below.



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.

St Bartholomew Rd/Leeds St City Bike provision

The Liverpool Cycle map is available online:
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

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?

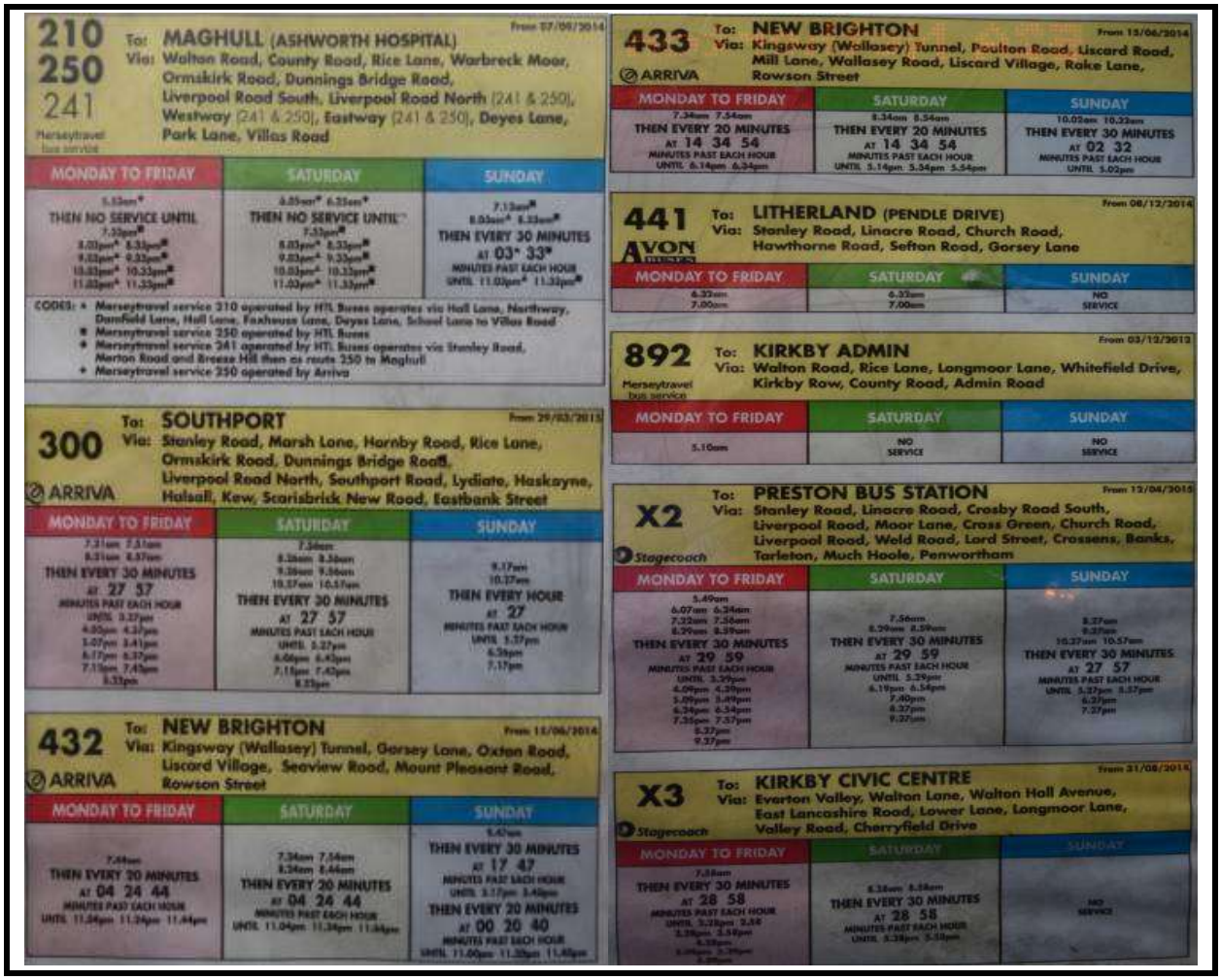
What transport provision is required to ensure that the proposed development meets national and local transport policy objectives? Are the transport features of the development consistent with the transport policy objectives, and if not, can they be changed to enable the policy objectives to be achieved?” (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 Byrom Street, as shown by the photo below.

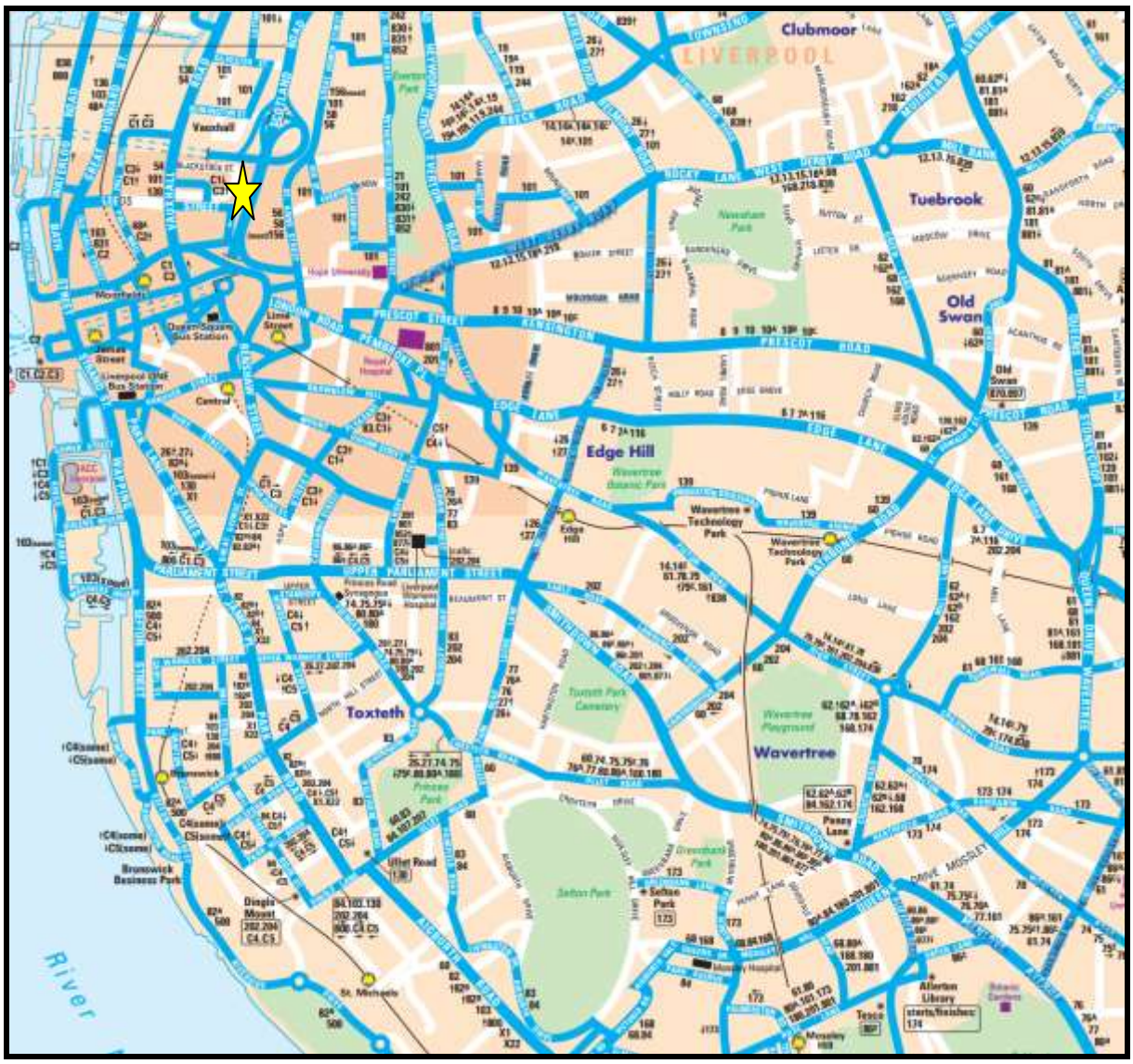
Bus stops and services for the Byrom Street corridor north of the site

Walk route to stops from site

Walk route from stop to Bevington Bush



BU services along Byrom Street



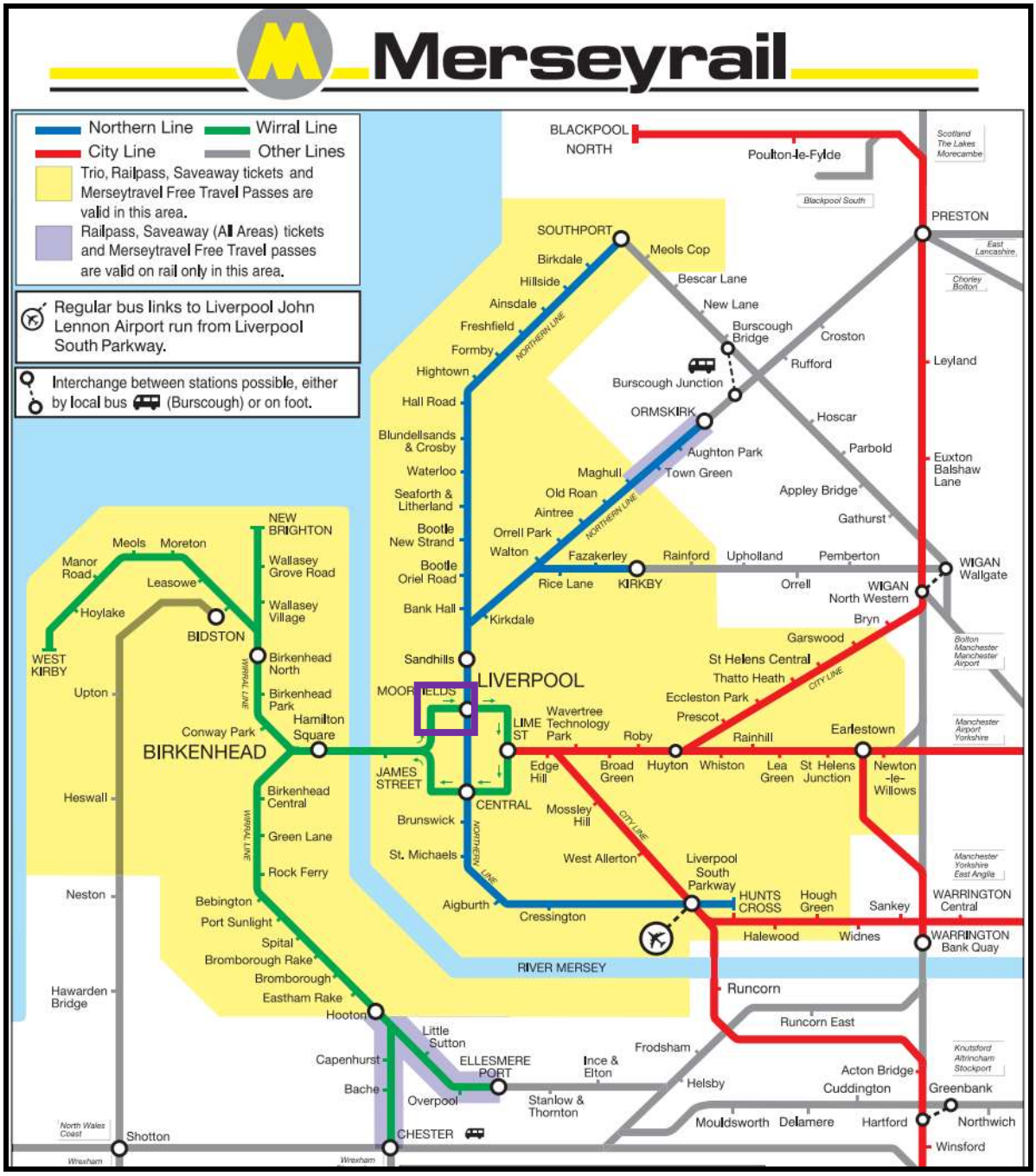
Local bus routes

Rail network

The local rail station is just outside the 800m walk distance at 950m from policy which still allows the site to access a wide catchment area via rail and possibly cycle/taxi connection.

Liverpool Lime Street is a main transport interchange points for Liverpool and the surrounding area. In addition to the rail services there are numerous buses stop outside the station.

These services provide an opportunity for the residents to access the wider area from the proposed development via public transport.



Rail network

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.

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 ☐
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 ☐
Location	Housing Development: Is the development within 500m of a district or local centre (see Accessibility Map 1 in Appendix F) Other development: 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. • No dropped kerbs at crossings or on desire lines; • Steep gradients; • A lack of a formal crossing where there is heavy traffic; • Security concerns, e.g. lack of lighting.	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 ☐
				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 /
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 /
Location	Housing Development: Is the development within 1 mile of a district or local centre (see Accessibility Map 1) Other Development: 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	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	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)	4 accommodation	**Comments or action needed to correct any shortfall**
	Box B: **Actual Score**	5	

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. • A lack of dropped kerbs; • Pavements less than 2m wide; • A lack of formal crossings where there is heavy traffic; or • Bus access kerbs.	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			Comments or action needed to correct any shortfall
	Box A: **Minimum Standard** (from Table 3.1)	5 accommodation	
	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
	Can the site be adequately serviced? If no, you must address service issues.		Yes
	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
	Has access for the emergency services been provided? If no, you must provide emergency service provision.		Yes
	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.		
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
	The off-street parking provided is as advised in Section 4 for that development type	1	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 / 2
	For development in controlled parking zones:		
	• Is it a car free development?	1	0 / 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	0 / No
		Total (B):	
Summary	Box A: **Minimum Standard** (From Table 3.1)	3 accommodation 3	**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

The scheme promotes 377 units with ancillary communal facilities, including cycle store for cycles; bin store; reception / staff room / management; plant room and communal meeting area. (5 parking spaces are provided.

The proposal also involves the provision of stands with a capacity of 190 cycles on the ground floor and 12 stands/24 cycles covered in the north side of the scheme giving a grand total for residents of 208.

The external design accommodates 22 stands/11 hoops for visitors.

An area for 6 city bikes is shown to the southerly side of the scheme.

Site Layout

The application also sets out an outline strategy for the next door site which is shown overleaf. The overall scheme sets out the creation of a linear park along the easterly frontage. It will incorporate cycle and walk routes improving the connect ability of the site.

Trip levels

The accommodation would be non car based. 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.

Car parking

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 is set out below:

C3 - Dwelling Houses

Vehicle Type	Standard
Cycles	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
People with disabilities	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.
General Car Parking (Guideline)	Car Free: 0 spaces per dwelling City Centre: Flats – Average of 0.70 space per dwelling

Census mode split

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

Method of Travel to Work (QS701EW)	E00176624		Liverpool		North West	
	Output Area		Metropolitan District		Region	
All Usual Residents Aged 16 to 74	266	%	196630	%	3228744	%
Work Mainly at or From Home	8	3.0	5258	2.7	144079	4.5
Underground, Metro, Light Rail, Tram	5	1.9	1102	0.6	20719	0.6
Train	25	9.4	9962	5.1	89429	2.8
Bus, Minibus or Coach	27	10.2	38601	19.6	267140	8.3
Taxi	2	0.8	2777	1.4	26302	0.8
Motorcycle, Scooter or Moped	0	0.0	794	0.4	19988	0.6
Driving a Car or Van	69	25.9	95678	48.7	2021199	62.6
Passenger in a Car or Van	35	13.2	11805	6.0	197661	6.1
Bicycle	1	0.4	4062	2.1	70557	2.2
On Foot	92	34.6	25208	12.8	351807	10.9
Other Method of Travel to Work	2	0.8	1383	0.7	19863	0.6

These indicate for a mode share of 34.6% walk, 0.4% cycle, 19.6% bus/train and 25.9% car, 13.2% by car share. It should be noted the area has a significant student block but these have dedicated parking thus increasing the use of cars locally.

This shows that for a site of 377 units the parking demand locally would be 98 spaces, much reduced from the 245 from policy.

It is proposed that the accommodation would be virtually none car based with 5 spaces offered the spaces for the staff or visitors.

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.

On street parking management controls

The area has significant uncontrolled long stay parking on a number of streets and extensive no parking in streets with little or no traffic flows.

It is considered that a similar controlled parking to that used in the Baltic Triangle may be part of the solution locally to provide the needs of the businesses but also allow some residential parking in a controlled manner.

The red lengths have no parking but little traffic flow as such on street controlled parking could be considered.

The green sections are currently uncontrolled and a permit scheme would be beneficial to local business and residents.

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).

Consideration would be given when forward planning to:

- Increase the provision of safe, secure parking as demand grows, this may be more pool cycles if space does not allow new stands.

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 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 for visitors and in the secure areas for residents and staff.

The proposed spaces are in the external space for the Sheffield type hoops for visitors accommodating some 16 cycles or 8 stands for the residential areas and for staff and residents with 208 spaces.

The 377 residential uses would by policy require 1:1 based on previous schemes.

As the secured stands are shared the provision can cater for increases in users as the demand will be spread across the day form the different type of users in a similar manner to shared car parking spaces for residential uses.

The stands will be managed by the onsite staff in the accommodation services.

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

The site will provide 5% cycle pool bikes included in the overall numbers to allow no cycle owners to be able to uses the local cycle facilities.

In addition support can be given to the city bike scheme to offset the need to provide cycle hoops etc.

Servicing strategy

The larger deliveries are accommodated using the on street areas along Gardner's Road this arrangement is typically used and found acceptable by LCC Highways for the scale of development proposed.

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.