DTPC

Report No. J672/TS
January 2016

PROPOSED DEVELOPMENT
PARK COURT, PARK STREET, LIVERPOOL

TRANSPORT STATEMENT

PROPOSED DEVELOPMENT
PARK COURT, PARK STREET, LIVERPOOL

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

DTPC No:		**J672/TS**	
Status:	Final	*Copy No:*	
	Name	*Signature*	*Date*
Approved:	Alan Davies	***AD***	8/1/2016

Revision Record		
Rev.	*Date*	*Summary of Changes*
A		

DTPC (Northwest) LLP (DTPC) The Studio 3 Philips Road, Weir, Bacup, Lancashire, OL13 8RH
T: 01706 872323, M: 07521560109 E – info@dtpc.uk.com www.dtpc.uk.com

PROPOSED DEVELOPMENT
PARK COURT, PARK STREET, LIVERPOOL

TRANSPORT STATEMENT

C O N T E N T S

Page

1. INTRODUCTION

DTPC has been appointed by BLOK Architects on behalf of Jacaranda Developments Ltd to provide transport and highway advice for the traffic and transportation implications associated with their proposed residential accommodation Park Court, Park Street, Liverpool.

The application relates to a site located in urban area as a brownfield site 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.

Pre App discussions have been undertaken and the following feedback provided.

The site is previously developed (brownfield) land.

07F/2179 To convert and extend premises to provide 22 no. apartments Granted 24 October 2007

Parking/Highways

- The proposal will need to be supported with a transport statement, and whilst no junction analysis will be required, details of the traffic generation and parking demands will need to be assessed within the transport statement. It is noted that there is un- restricted on-street parking available on Park Street, Upper Essex Street and Steble Street which would have to accommodate any additional parking should demand exceed the 13 spaces provided. Use of the adjacent sports centre can lead to demand for on-street parking, particularly at handover times for classes, but this rarely impacts on parking availability on Park Street.
- Highways would request a Merseyside Accessibility Standard Assessment is submitted with the transport statement.
- It is considered that servicing can be accommodated from the adopted highway without causing a significant obstruction to through travelling traffic.
- A limited amount of cycle parking is identified on the site plans. Provision of secure cycle storage at the rate of one space per residential unit should be provided.
- Any vehicular crossings which are proposed or which become redundant as a result of the development should be reinstated to Liverpool City Council adoption standards and at nil cost to the Council.

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.

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 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.

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 traffic calming measures 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.

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:

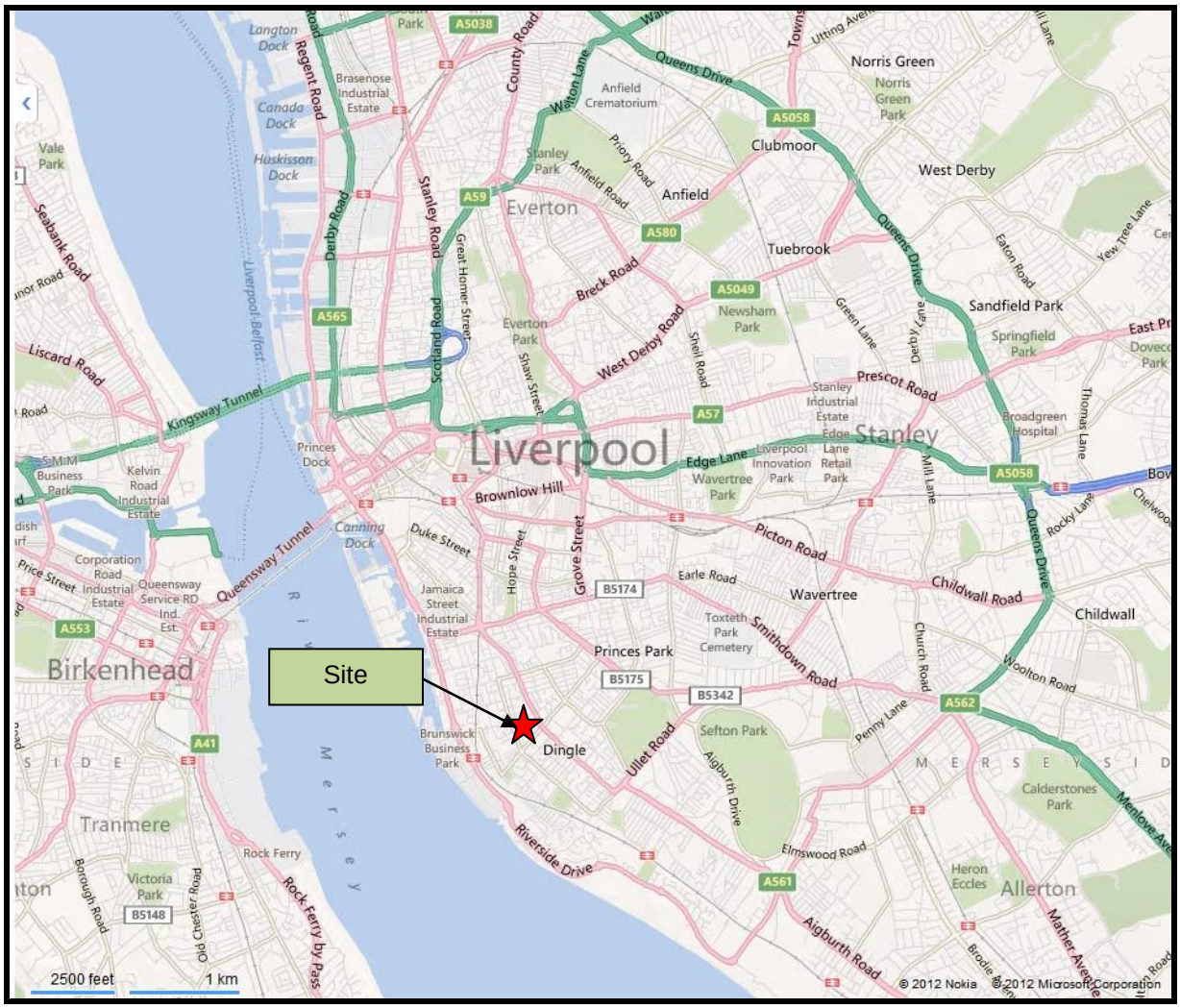
Pedestrian and cycle linkages to a number of locations and facilities are available, frequent public transport services to other major centres and interchanges, and adequate parking provision all ensure that this development is as sustainable, as required in local and national policy.

3. SITE DESCRIPTION

Site location context

The site is situated to the south of Liverpool City Centre to the west side of the A561 Park Road corridor.

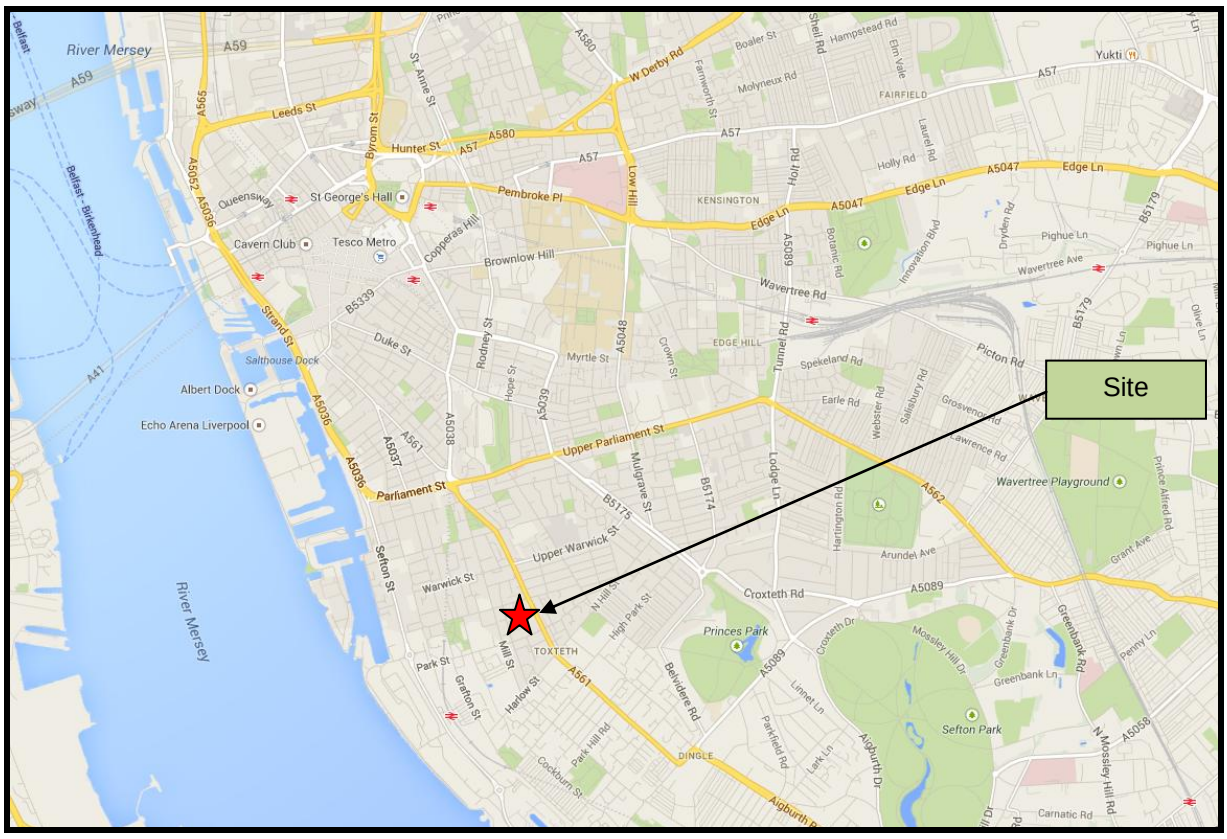
Situated approximately 900m from Brunswick Station and lying within 4.5 km of the Edge Lane M62 corridor, the site is highly accessible by a variety of modes and is also within a short walking distance of a wide variety of retail and other attractions.



Site location plan in relation to neighbouring settlements and locally overleaf

From the site, Park Street corridor which is one of the key radial corridors to the centre gives the most convenient access to the primary route corridors in Liverpool.

The A562 Upper Parliament Street route connects to the A5058 which forms the east of centre bypass. The A5036 also runs north to the A665 which runs to Bootle and beyond.



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 primarliy an urban centre catchment containing local services/retail units.

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

The local area is traffic calmed.

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

View along Upper Essex Street to the south side of the site

View left and right along south Park Street

Site frontage

Crossing to NE of scheme

View to and away from Park Road corridor

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.

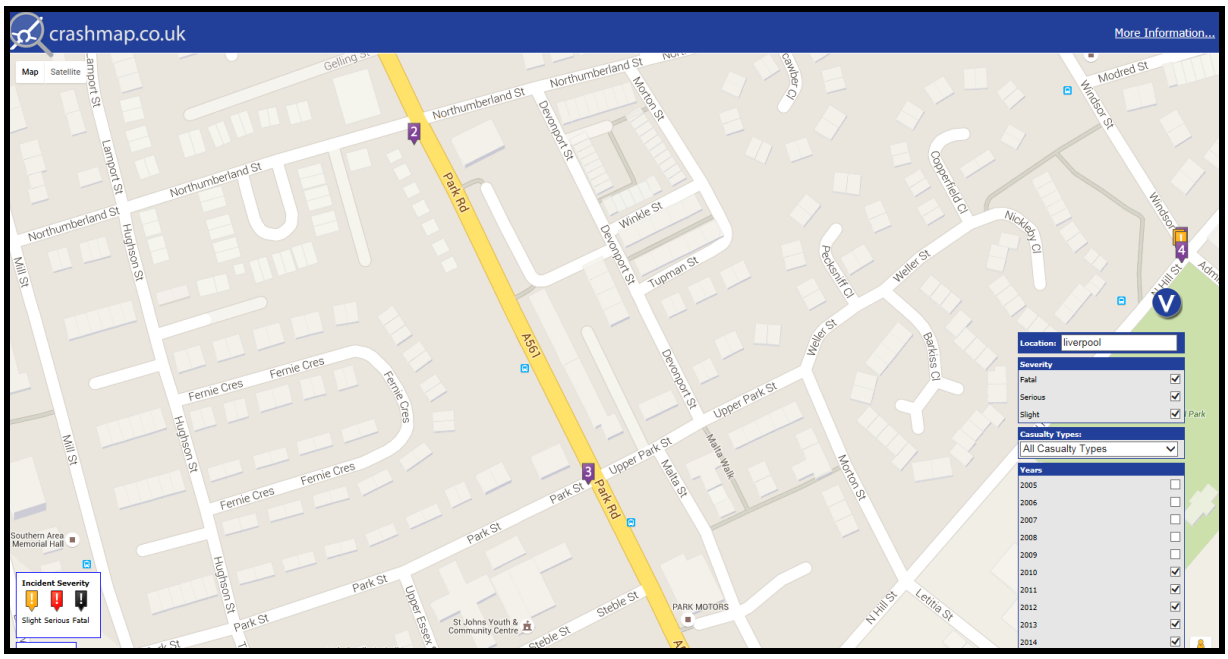
This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.

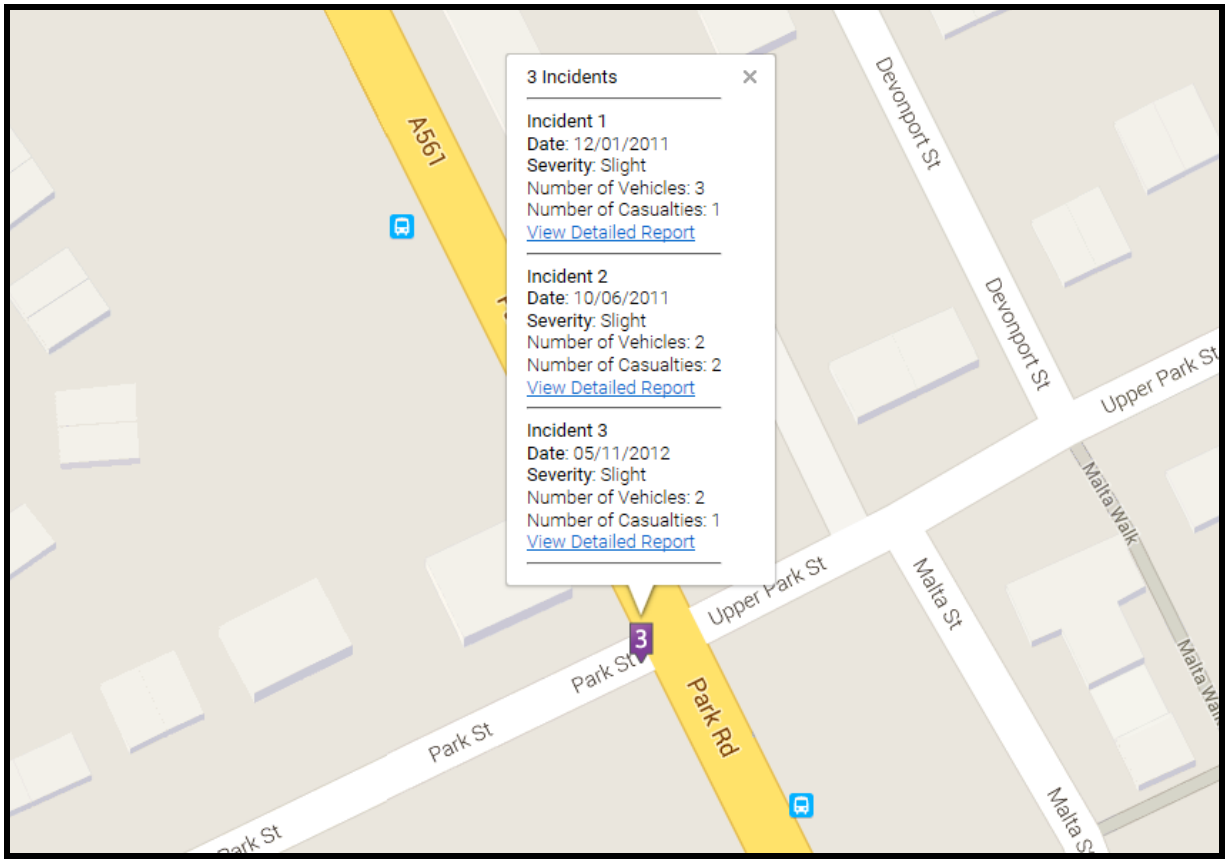
This site uses data obtained directly from official sources but compiled in to an easy to use format showing each incident on a map. Incidents are plotted to within 10 metres of their location and as such, can sometimes appear to be off the carriageway.

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. None in 2013 and 2014, the area is well used and such levels would not seem excessive in nature, less than 1 slight 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.

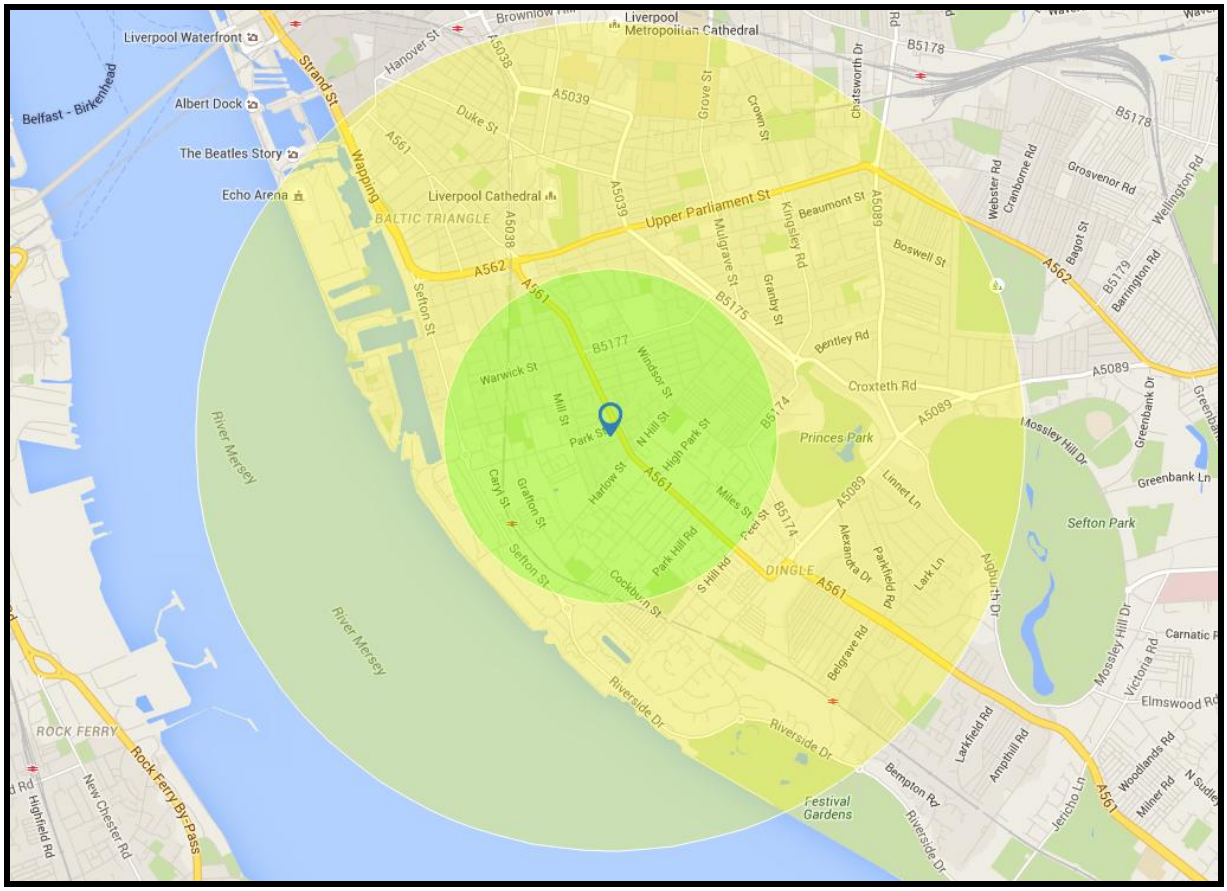
This is supported by the now superseded PPG 13 and the National Travel Survey which suggests that most walking distances are within 1.6km thus accepted guidance states that walking is the most important mode of travel at the local level supporting the above statement.

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

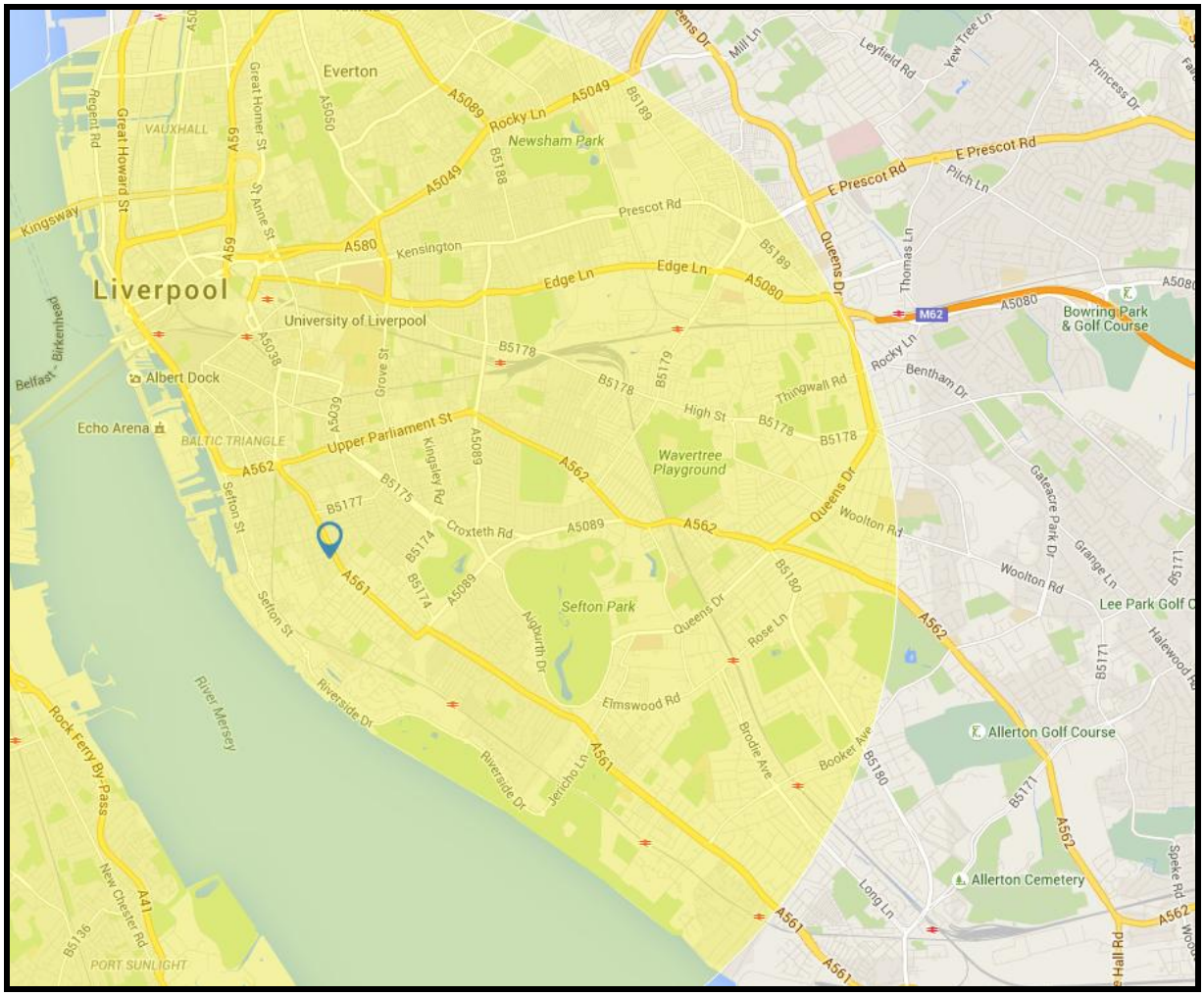
Clearly, there is also potential for walking to form part of a longer journey for residents and employees to and from the proposed development.

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 yellow 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.

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:

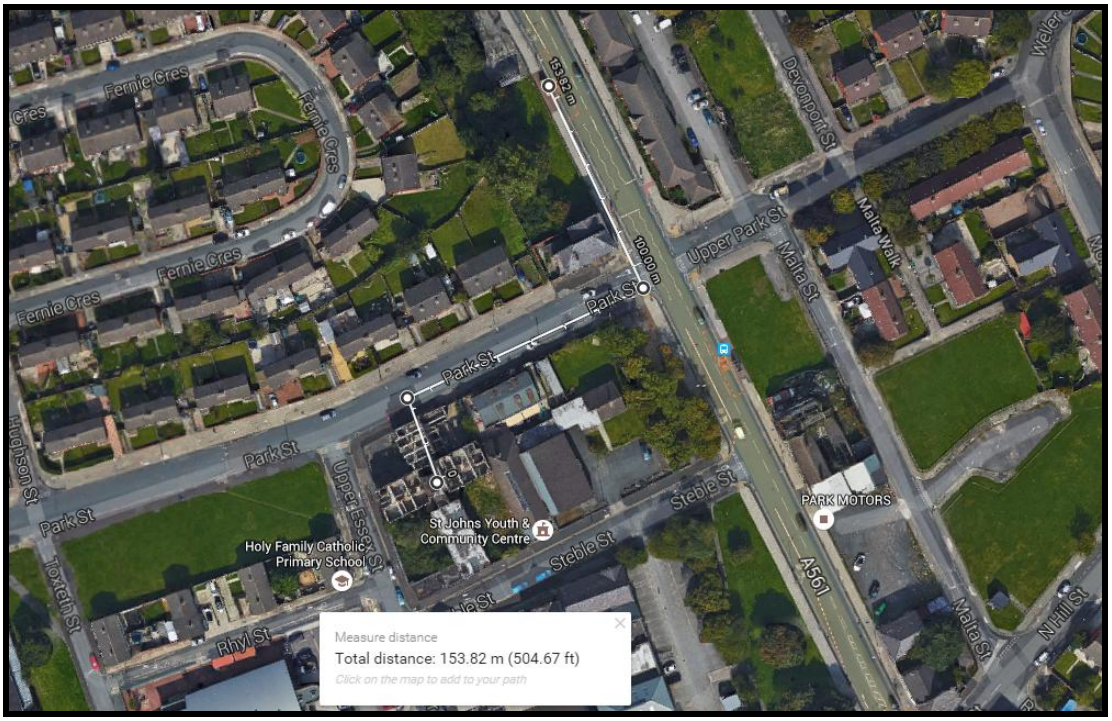
"What is the existing situation with respect to public transport provision in and around the development?

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

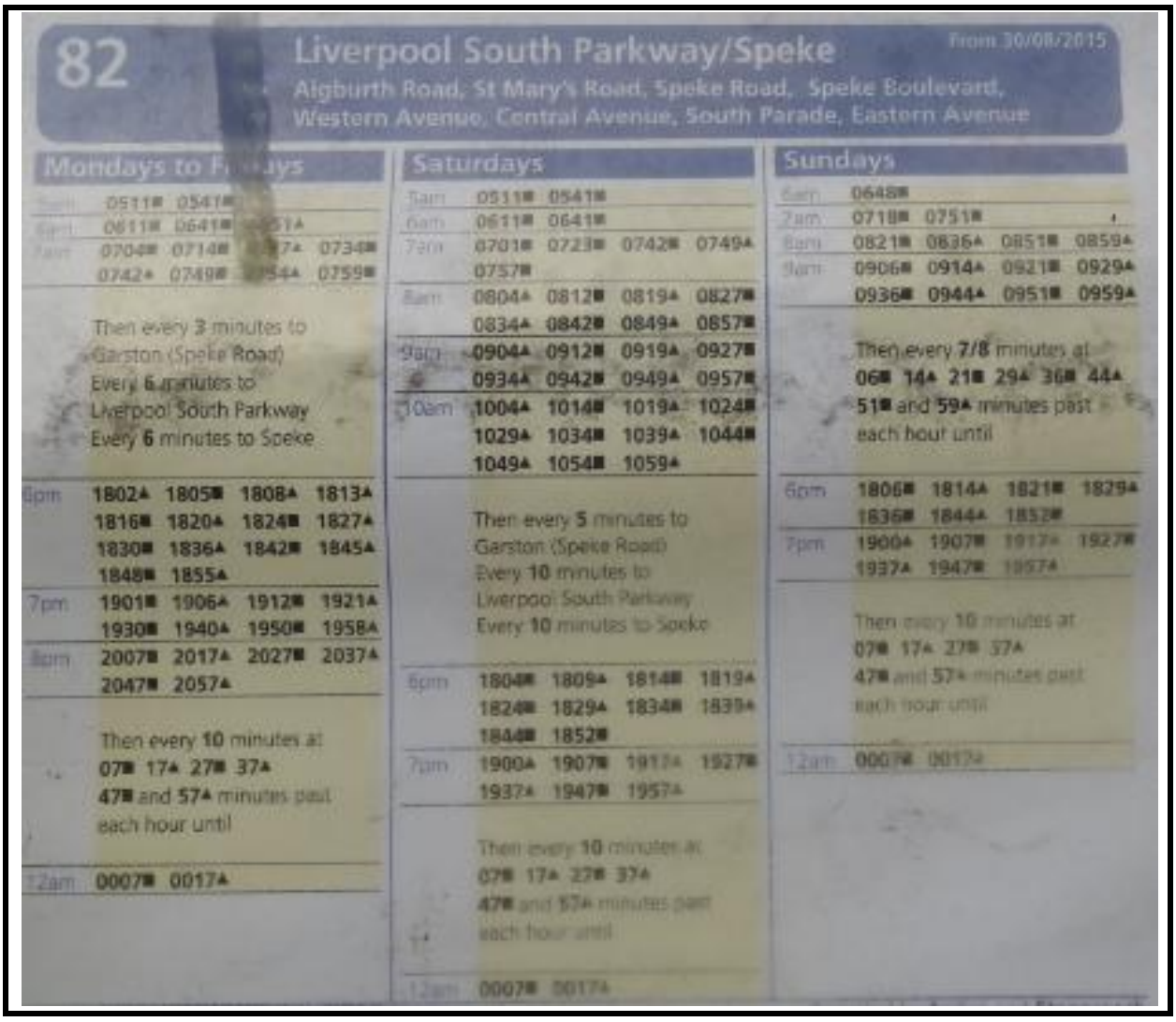
Are the transport features of the development consistent with the transport policy objectives, and if not, can they be changed to enable the policy objectives to be achieved?" (para 4.18).

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 Great George Street, as shown by the photo below



SE bound Bus stop and timetables below



82

Liverpool South Parkway/Speke

From 30/08/2015

Aigburth Road, St Mary's Road, Speke Road, Speke Boulevard, Western Avenue, Central Avenue, South Parade, Eastern Avenue

Mondays to F...ays

0511■ 0541■
0611■ 0641■ ...51▲
0704■ 0714■ ...27▲ 0734■
0742▲ 0749■ ...54▲ 0759■

Then every 3 minutes to Garston (Speke Road)
Every 6 minutes to Liverpool South Parkway
Every 6 minutes to Speke

6pm 1802▲ 1805■ 1808▲ 1813▲
1816■ 1820▲ 1824■ 1827▲
1830■ 1836▲ 1842■ 1845▲
1848■ 1855▲

7pm 1901■ 1906▲ 1912■ 1921▲
1930■ 1940▲ 1950■ 1958▲

8pm 2007■ 2017▲ 2027■ 2037▲
2047■ 2057▲

Then every 10 minutes at
07■ 17▲ 27■ 37▲
47■ and 57▲ minutes past each hour until

12am 0007■ 0017▲

Saturdays

7am 0511■ 0541■
0611■ 0641■
7am 0701■ 0723■ 0742■ 0749▲
0757■
8am 0804▲ 0812■ 0819▲ 0827■
0834▲ 0842■ 0849▲ 0857■
9am 0904▲ 0912■ 0919▲ 0927■
0934▲ 0942■ 0949▲ 0957■
10am 1004▲ 1014■ 1019▲ 1024■
1029▲ 1034■ 1039▲ 1044■
1049▲ 1054■ 1059▲

Then every 5 minutes to Garston (Speke Road)
Every 10 minutes to Liverpool South Parkway
Every 10 minutes to Speke

6pm 1804■ 1809▲ 1814■ 1819▲
1824■ 1829▲ 1834■ 1839▲
1844■ 1852■

7pm 1900▲ 1907■ 1917▲ 1927■
1937▲ 1947■ 1957▲

Then every 10 minutes at
07■ 17▲ 27■ 37▲
47■ and 57▲ minutes past each hour until

12am 0007■ 0017▲

Sundays

6am 0648■
7am 0718■ 0751■
8am 0821■ 0836▲ 0851■ 0859▲
9am 0906■ 0914▲ 0921■ 0929▲
0936■ 0944▲ 0951■ 0959▲

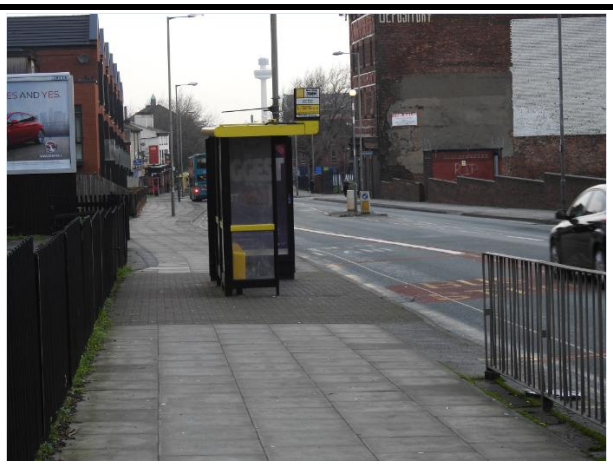
Then every 7/8 minutes at
06■ 14▲ 21■ 29▲ 36■ 44▲
51■ and 59▲ minutes past each hour until

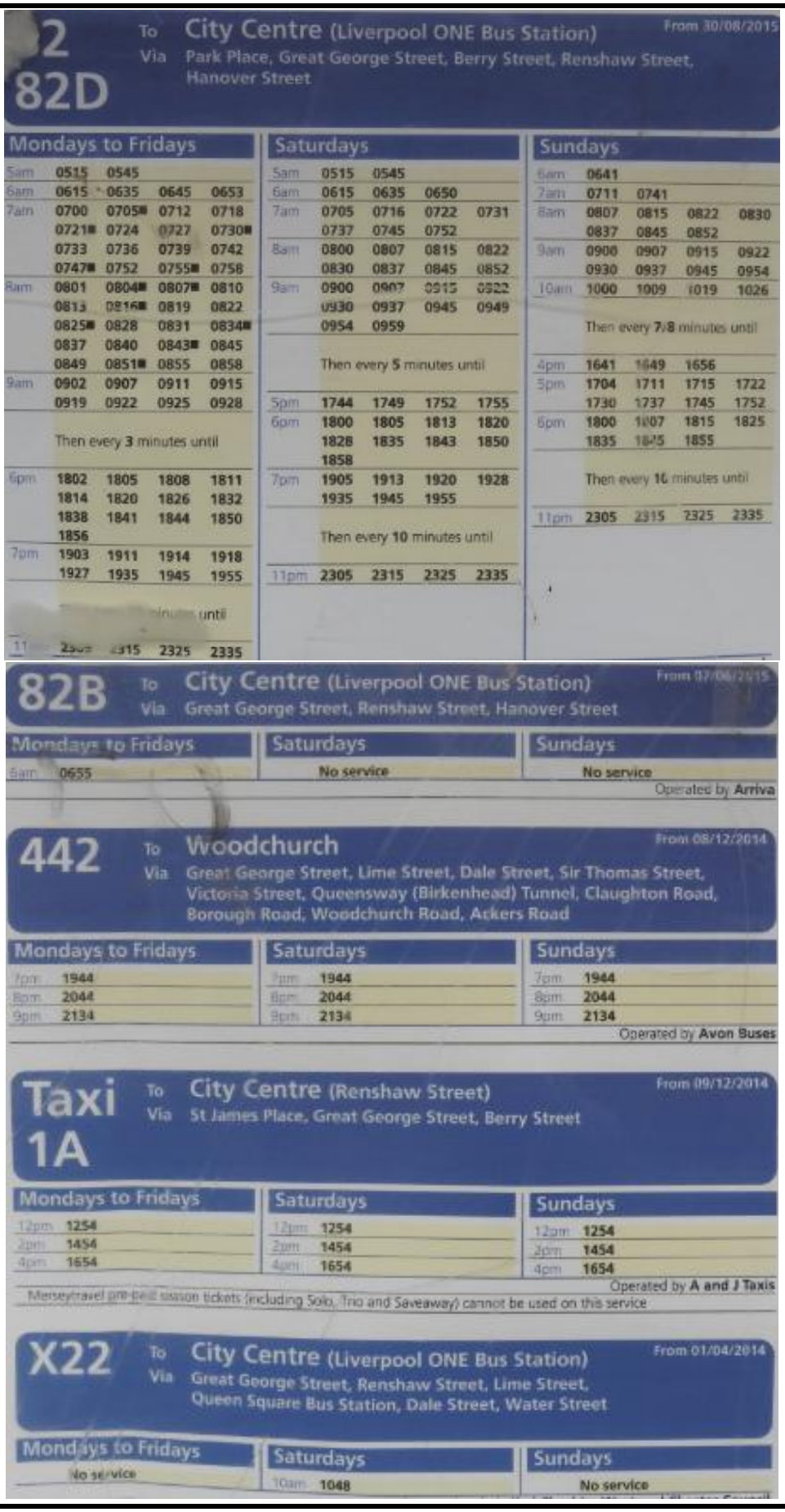
6pm 1806■ 1814▲ 1821■ 1829▲
1836■ 1844▲ 1852■
7pm 1900▲ 1907■ 1917▲ 1927■
1937▲ 1947■ 1957▲

Then every 10 minutes at
07■ 17▲ 27■ 37▲
47■ and 57▲ minutes past each hour until

12am 0007■ 0017▲

NE bound bus stop and timetable





82D

To City Centre (Liverpool ONE Bus Station)

Via Park Place, Great George Street, Berry Street, Renshaw Street, Hanover Street

From 30/08/2015

Mondays to Fridays

5am	0515	0545		
6am	0615	0635	0645	0653
7am	0700	0705■	0712	0718
	0721■	0724	0727	0730■
	0733	0736	0739	0742
	0747■	0752	0755■	0758
8am	0801	0804■	0807■	0810
	0813	0816■	0819	0822
	0825■	0828	0831	0834■
	0837	0840	0843■	0845
	0849	0851■	0855	0858
9am	0902	0907	0911	0915
	0919	0922	0925	0928
	Then every 3 minutes until			
6pm	1802	1805	1808	1811
	1814	1820	1826	1832
	1838	1841	1844	1850
	1856			
7pm	1903	1911	1914	1918
	1927	1935	1945	1955
	minutes until			
11	2305	2315	2325	2335

Saturdays

5am	0515	0545		
6am	0615	0635	0650	
7am	0705	0716	0722	0731
	0737	0745	0752	
8am	0800	0807	0815	0822
	0830	0837	0845	0852
9am	0900	0907	0915	0922
	0930	0937	0945	0949
	0954	0959		
	Then every 5 minutes until			
5pm	1744	1749	1752	1755
6pm	1800	1805	1813	1820
	1828	1835	1843	1850
	1858			
7pm	1905	1913	1920	1928
	1935	1945	1955	
	Then every 10 minutes until			
11pm	2305	2315	2325	2335

Sundays

6am	0641			
7am	0711	0741		
8am	0807	0815	0822	0830
	0837	0845	0852	
9am	0900	0907	0915	0922
	0930	0937	0945	0954
10am	1000	1009	1019	1026
	Then every 7/8 minutes until			
4pm	1641	1649	1656	
5pm	1704	1711	1715	1722
	1730	1737	1745	1752
6pm	1800	1807	1815	1825
	1835	1845	1855	
	Then every 10 minutes until			
11pm	2305	2315	2325	2335

82B

To City Centre (Liverpool ONE Bus Station)

Via Great George Street, Renshaw Street, Hanover Street

From 07/06/2015

Mondays to Fridays	Saturdays	Sundays
6am 0655	No service	No service

Operated by Arriva

442

To Woodchurch

Via Great George Street, Lime Street, Dale Street, Sir Thomas Street, Victoria Street, Queensway (Birkenhead) Tunnel, Claughton Road, Borough Road, Woodchurch Road, Ackers Road

From 08/12/2014

Mondays to Fridays	Saturdays	Sundays
7pm 1944	7pm 1944	7pm 1944
8pm 2044	8pm 2044	8pm 2044
9pm 2134	9pm 2134	9pm 2134

Operated by Avon Buses

Taxi 1A

To City Centre (Renshaw Street)

Via St James Place, Great George Street, Berry Street

From 09/12/2014

Mondays to Fridays	Saturdays	Sundays
12pm 1254	12pm 1254	12pm 1254
2pm 1454	2pm 1454	2pm 1454
4pm 1654	4pm 1654	4pm 1654

Operated by A and J Taxis

Merseytravel pre-paid season tickets (including Solo, Trio and Saveaway) cannot be used on this service

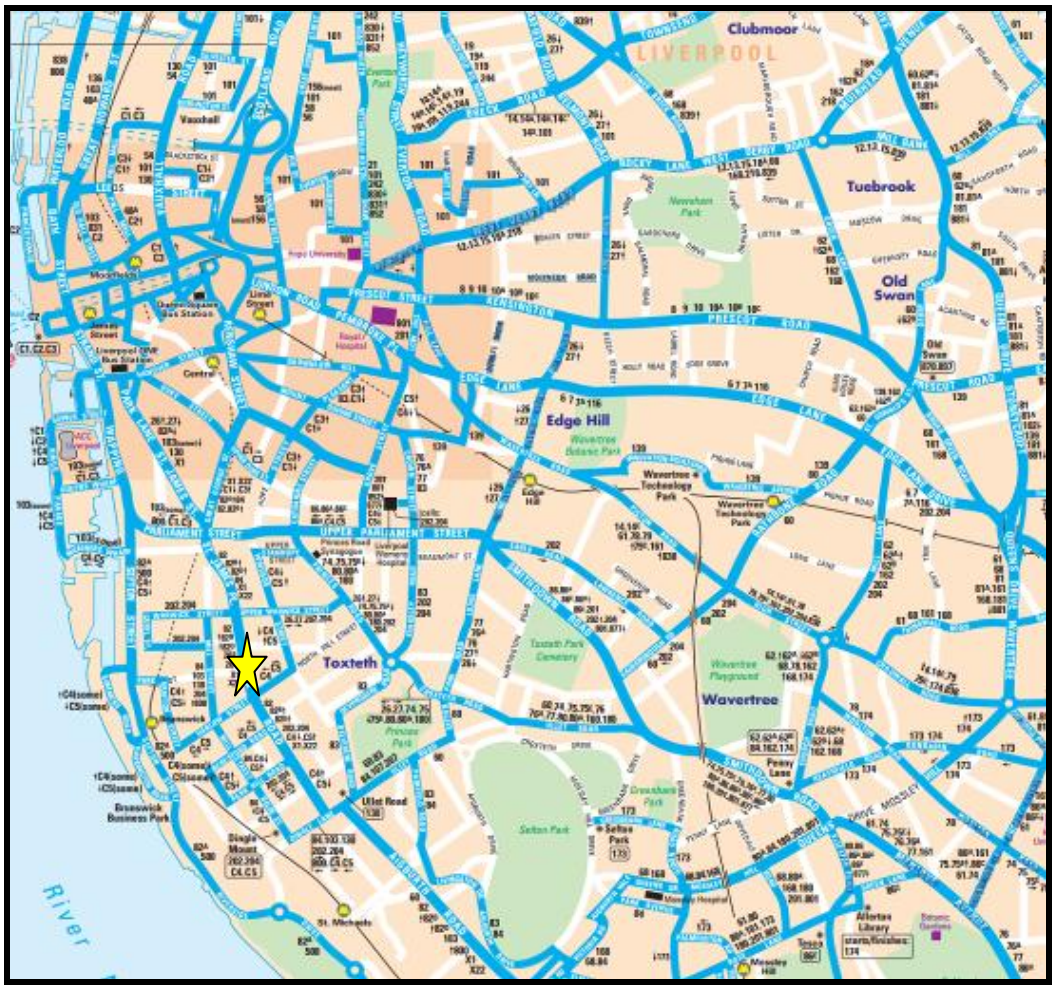
X22

To City Centre (Liverpool ONE Bus Station)

Via Great George Street, Renshaw Street, Lime Street, Queen Square Bus Station, Dale Street, Water Street

From 01/04/2014

Mondays to Fridays	Saturdays	Sundays
No service	10am 1048	No service



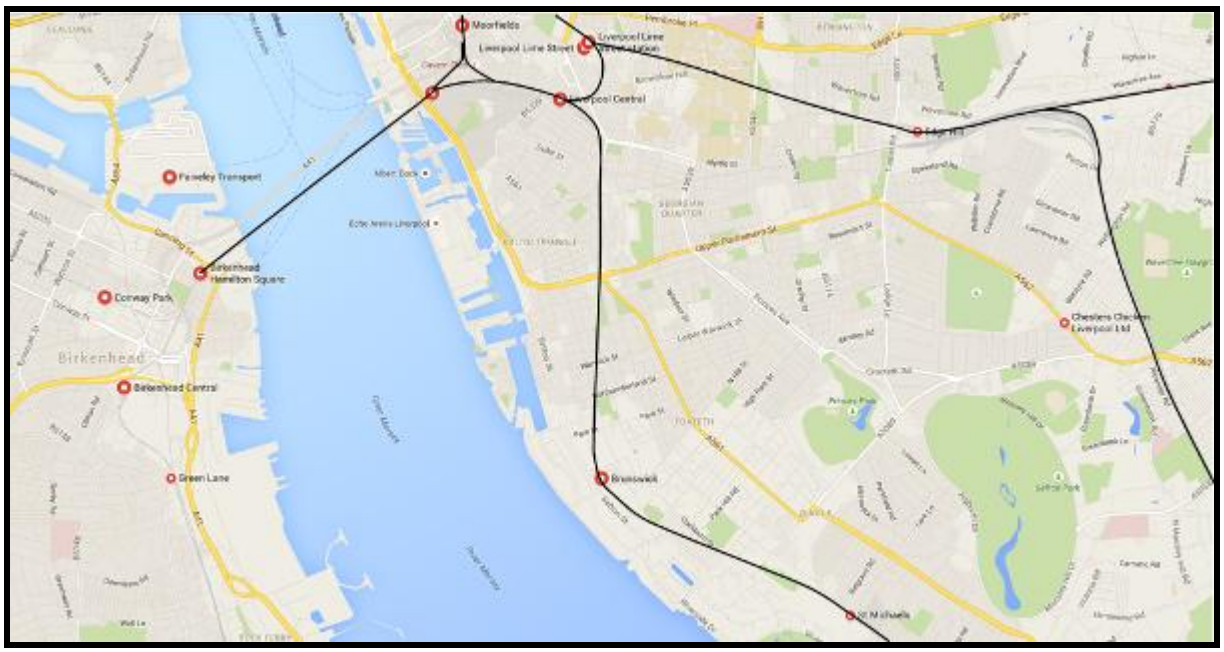
Local bus routes

Rail services

The site lies alongside the rail tunnel but has no direct connection, the closest station is Brunswick some 900m from the site, slightly further away than the 800m recommended for a rail hub based development.

The extra distance would be approx 1 minutes additional walk time. The site can be accessed by cycle as park and ride or cycle and ride on train if the service allows.

In addition taxi trips to and from the station can easily and cost effectively be achieved.



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.

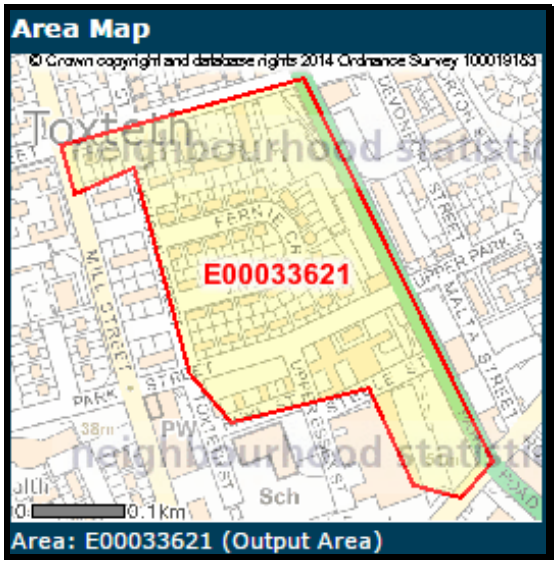
Summary

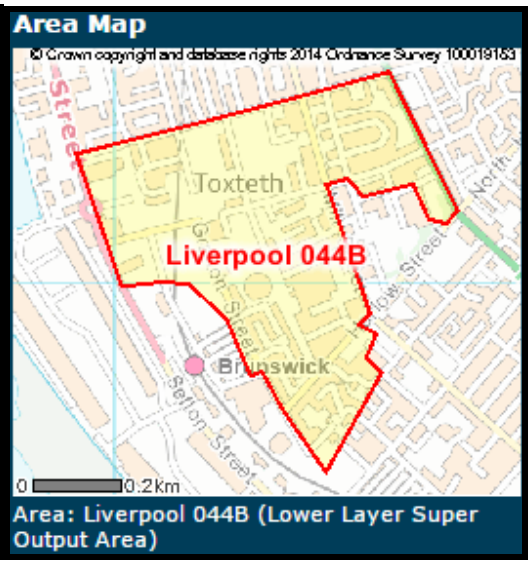
In summary, the application site can be considered as having a very good potential to be accessible by walk, cycle and public transport in accordance with planning policy guidance related to urban areas.

5. CENSUS REVIEW AND ACCESSIBILITY ASSESSMENT

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)	E00033621		Liverpool 044B		Liverpool		North West	
	Output Area		Super Output Area Lower Layer		Metropolitan District		Region	
All Usual Residents Aged 16 to 74	92	%	406	%	196630	%	3228744	%
Work Mainly at or From Home	2	2.2	7	1.7	5258	2.7	144079	4.5
Underground, Metro, Light Rail, Tram	0	0.0	1	0.2	1102	0.6	20719	0.6
Train	3	3.3	38	9.4	9962	5.1	89429	2.8
Bus, Minibus or Coach	27	29.3	104	25.6	38601	19.6	267140	8.3
Taxi	2	2.2	8	2.0	2777	1.4	26302	0.8
Motorcycle, Scooter or Moped	0	0.0	1	0.2	794	0.4	19988	0.6
Driving a Car or Van	37	40.2	132	32.5	95678	48.7	2021199	62.6
Passenger in a Car or Van	6	6.5	18	4.4	11805	6.0	197661	6.1
Bicycle	1	1.1	6	1.5	4062	2.1	70557	2.2
On Foot	14	15.2	88	21.7	25208	12.8	351807	10.9
Other Method of Travel to Work	0	0.0	3	0.7	1383	0.7	19863	0.6

These indicate for a mode share of 15.2 to 21.7% walk, 1.1 to 1.5% cycle, 32.6 to 35% bus/train and 40 to 32.5% car, 6.5 to 4.4% by car share.

This shows that for a site of 30 units the parking demand locally would be 10-12 spaces, much reduced from the 30 from policy.

It is proposed that the accommodation would be reduced car based with 13 spaces offered.

The highly accessible nature of the scheme as with most key corridor type schemes would encourage residents 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.

MASA

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	No 1
	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	No 0
		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

Full planning application seeking permission for 30 apartments with 13 parking spaces.

The proposal also includes the incorporation of 24 no. internal cycle spaces for residents, 4 no. visitor cycle stands giving a total of 32 spaces..

Site Layout

Servicing, traffic orders and new footpaths

The larger deliveries are accommodated on street using Park Street for the refuse needs.

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

The design does not affect the parking offer locally.

Trip levels and car parking

The site has been previously approved for 22 units, slightly less than the 30 proposed.

Using a simple 0.5 two way trips rate per unit this site would generate around 15 two way trips.

The Department for Transport's publication entitled "Guidance on Transport Assessment" (GTA) dated March 2007 sets out the criteria for assessing new development. At Appendix B of the GTA it is confirmed that developments under 50 residential units do not need to be assessed. At paragraph 4.92 GTA states that

"For the avoidance of doubt, the 1994 Guidance regarding the assessment thresholds of 10 percent and 5 percent levels of development traffic relative to background traffic is no longer an acceptable mechanism....".

However, GTA does suggest that a threshold of 30 two-way trips may be appropriate for identifying the level of impact below which the need for a formal assessment may not be needed. Indeed, it is generally the HA's approach to apply the 30 two-way trips threshold as that below which operational assessments are not required for the trunk road network. It is concluded that, in the specific case of this TS, and the absence of any other guidance, the '30 two-way trip threshold' should be adopted as the basis of a materiality test of traffic impact for the study junctions.

The 15 two way trips from the proposed use are half the 30 two way threshold and thus the proposal would therefore have little or no discernible impact on the local network

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 Outside the City Centre: Flats – 1 space per dwelling Houses – Average of 1.5 spaces per dwelling

As stated before 13 car parking for residents or visitors to the accommodation is based on the accessible location at a ratio of 1:0.43. This is less than the 1 space per unit.

A review of policy says:

Key items for reference in support of the site reduced parking offer.

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.**

Whether off-site car parking would result in a danger to highway and pedestrian safety;

Whether off-site parking would result in demonstrable harm to residential amenity; and

The relative accessibility of the development site by public transport services.

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);

There is adequate off-street parking within 400m or potential for shared use of spaces (for example, in mixed-use developments).

The following response sets out the detailed support for a reduced parking scheme that complies with the above policy direction.

The site lies along a key transport corridor with a good bus service, it lies just outside the 800m guidance for the walk to the train station but the 100m would only increase the overall travel time by a minute.

The local area has on street parking in an uncontrolled manner that can provide parking for visitor or residents, this was accepted by the previous approval.

The parking offer is considered appropriate for the use and site location.

Cycle Spaces

The proposal also includes the incorporation of 24 no. internal cycle spaces for residents, 4 no. visitor cycle stands giving 32 in total. Slightly less than the 30 for policy but cycle use is at best 1.5% usage thus a 100% parking offer is not considered required.

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

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.