DTPC

Report No. J845/TS
May 2017

PROPOSED RESIDENTIAL ACCOMMODATION
GREAT MERSEY STREET, LIVERPOOL

TRANSPORT STATEMENT

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TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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A		

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PROPOSED RESIDENTIAL ACCOMMODATION
GREAT MERSEY STREET, LIVERPOOL

TRANSPORT STATEMENT

C O N T E N T S

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1. INTRODUCTION

DTPC has been appointed by FCH Architects on behalf of **Via Developments Ltd** to provide transport and highway advice for the traffic and transportation implications associated with the proposed residential Gt Mersey Street, Liverpool.

The application relates to a site located in the urban area currently unused but with access 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 emphasise the key policies related to the development:

Achieving sustainable development

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

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

moving to a low carbon economy.

The presumption in favour of sustainable development

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

For decision-taking this means

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

Core planning principles

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***.

Core 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 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 an urban area supported by good quality walking, cycling and public transport facilities.

Local Transport Planning Policy

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 local 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 cycling 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:

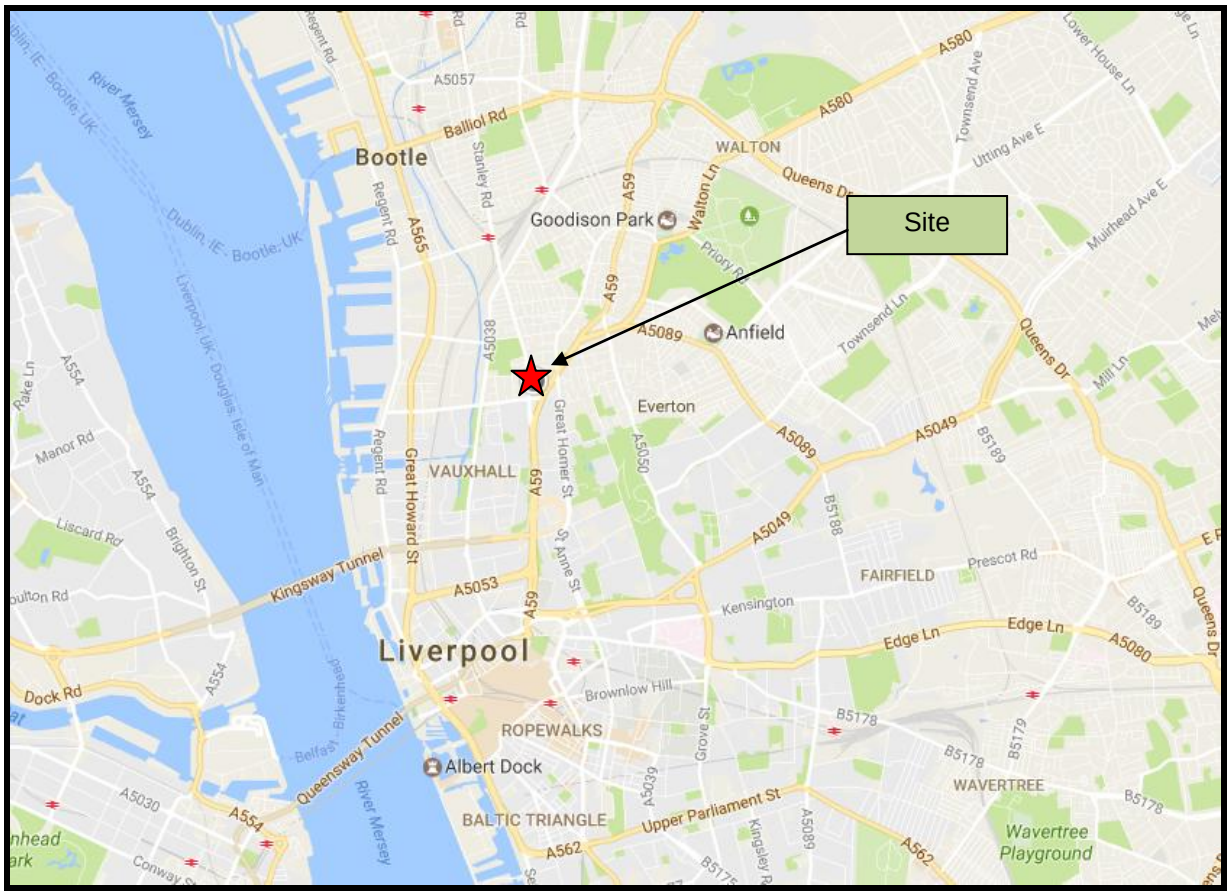
Pedestrian and cycle linkages to a number of locations and facilities are available, frequent public transport services to other major centres and interchanges, and adequate parking provision all ensure that this development is as sustainable, as required in local and national policy.

3. SITE DESCRIPTION

Site location context

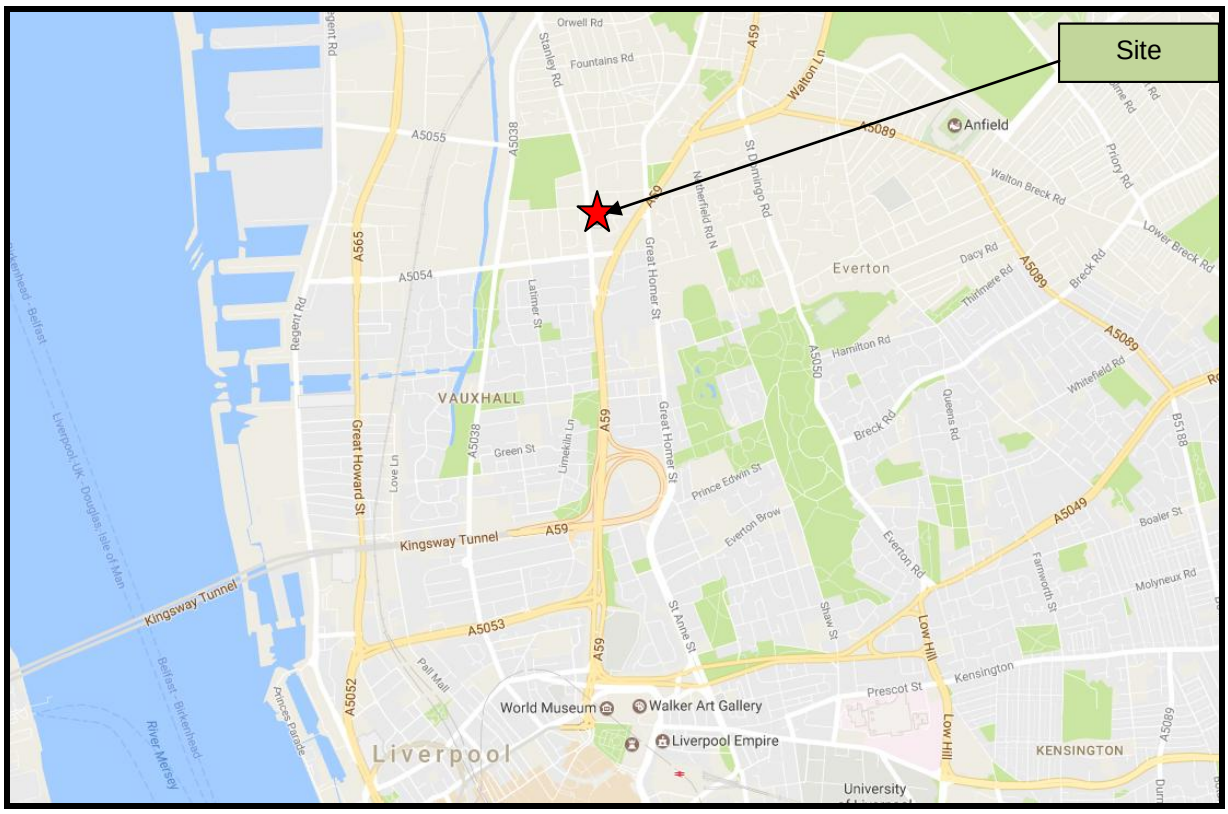
The site is situated approximately 2.75 km north of Liverpool City Centre in a mainly residential with mixed retail offer nearby.

The site is highly accessible by a variety of modes and is also within a reasonable walking/cycling distance of a wide variety of facilities and attractions.



Site location plan in relation to neighbouring settlements and locally below

From the site, the A562 corridor to the north and the A5080 to the north gives the most convenient access to the primary radial route corridors in Liverpool.



Local area images

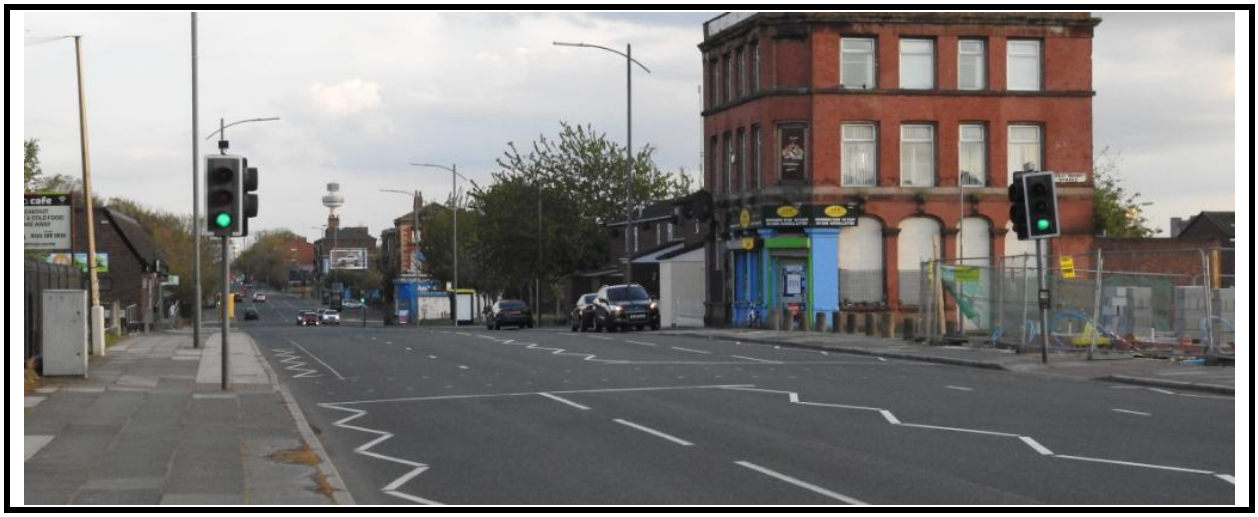
The site is 500m to the north of the main Project Jenifer offer.

Local Highway Provision

All the roads in the area are of a reasonable carriageway width appropriate for their usage, with footpaths and street lighting. They serve primarliy an urban 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.

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



View on Stanley Road showing pelican crossing provision.

View along Lancaster Street to Stanley Road and away showing on street parking provision below

View left and right along Stanley St at junction

Footpath to Gt Mersey Street

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.

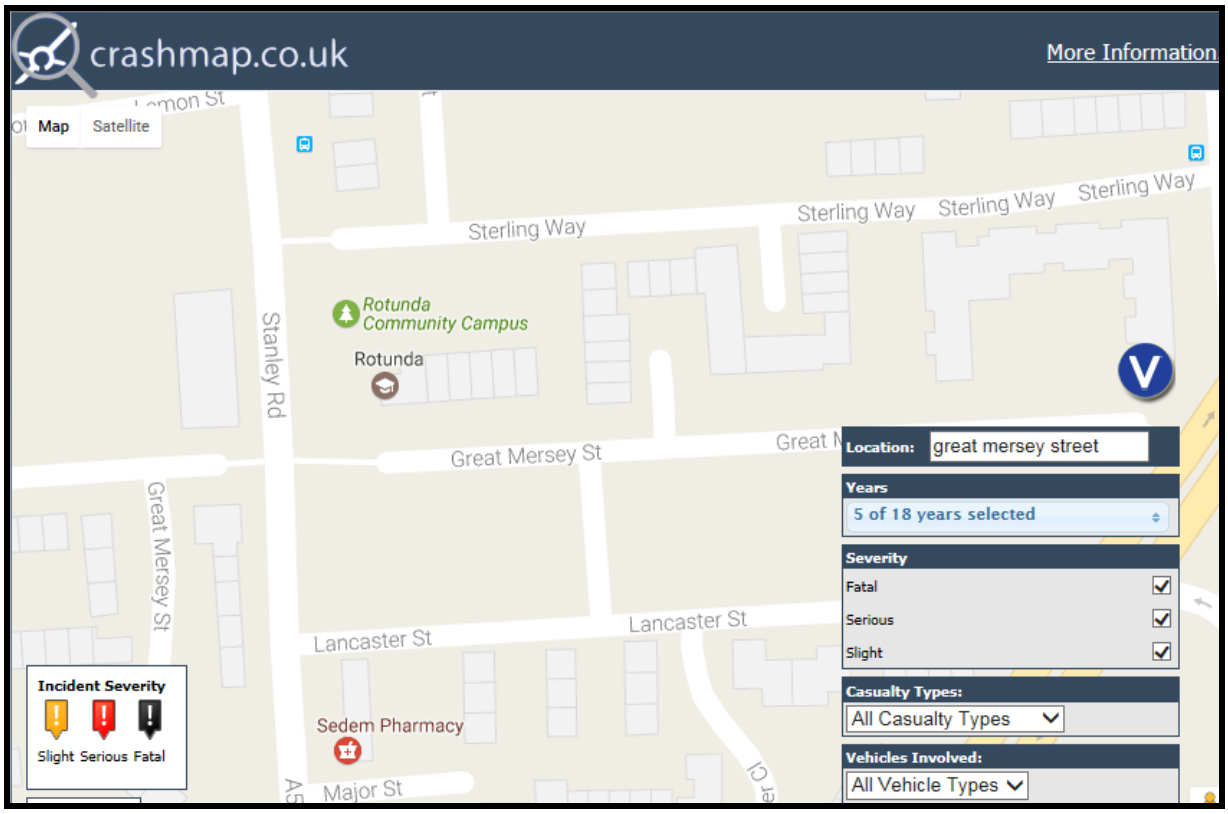
This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.

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 has been no accidents recorded in the local area at the site frontage. The area is well used and such levels would be seen as good for an urban area.



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 other than considering the parking on street.

Summary

The local urban area has a good level of infrastructure in terms of road widths, path provision, street lighting and crossing points. The safety records indicate that the area has no recorded events and no indication that 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 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 green / 2km yellow distance are the 10 and 25 minutes walk journeys covers other education and shopping facilities. There are, therefore, opportunities for residents/students to access a range of shopping, employment, leisure, and service facilities on foot.

For the key urban areas a 400m distance to bus stops based on urban studies corresponds to a walk time of 5 minutes, based upon typical normal walking speed, the site lies well within this distance for the stops shown in the area.

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.

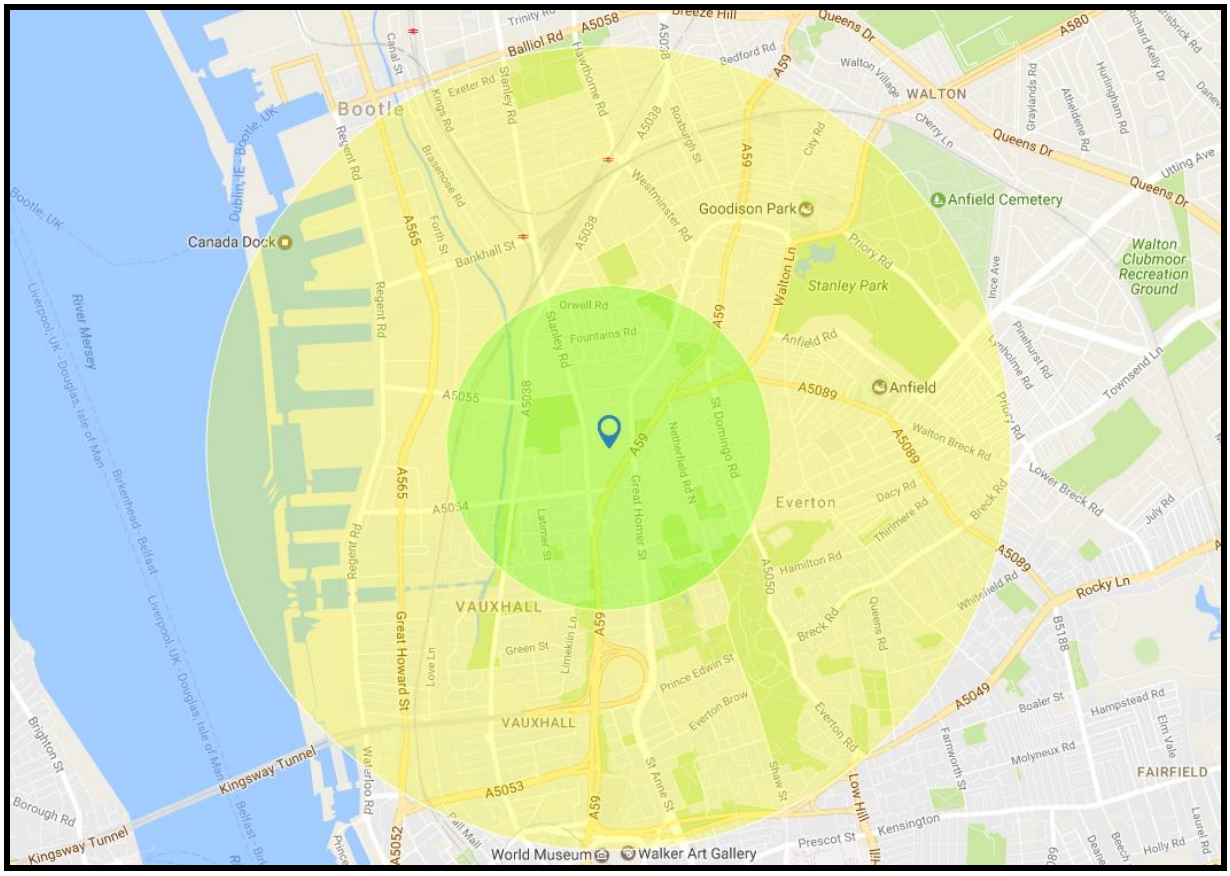
This is supported by the now superseded PPG 13 and the National Travel Survey which suggests that most walking distances are within 1.6km thus accepted guidance states that walking is the most important mode of travel at the local level supporting the above statement.

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.

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

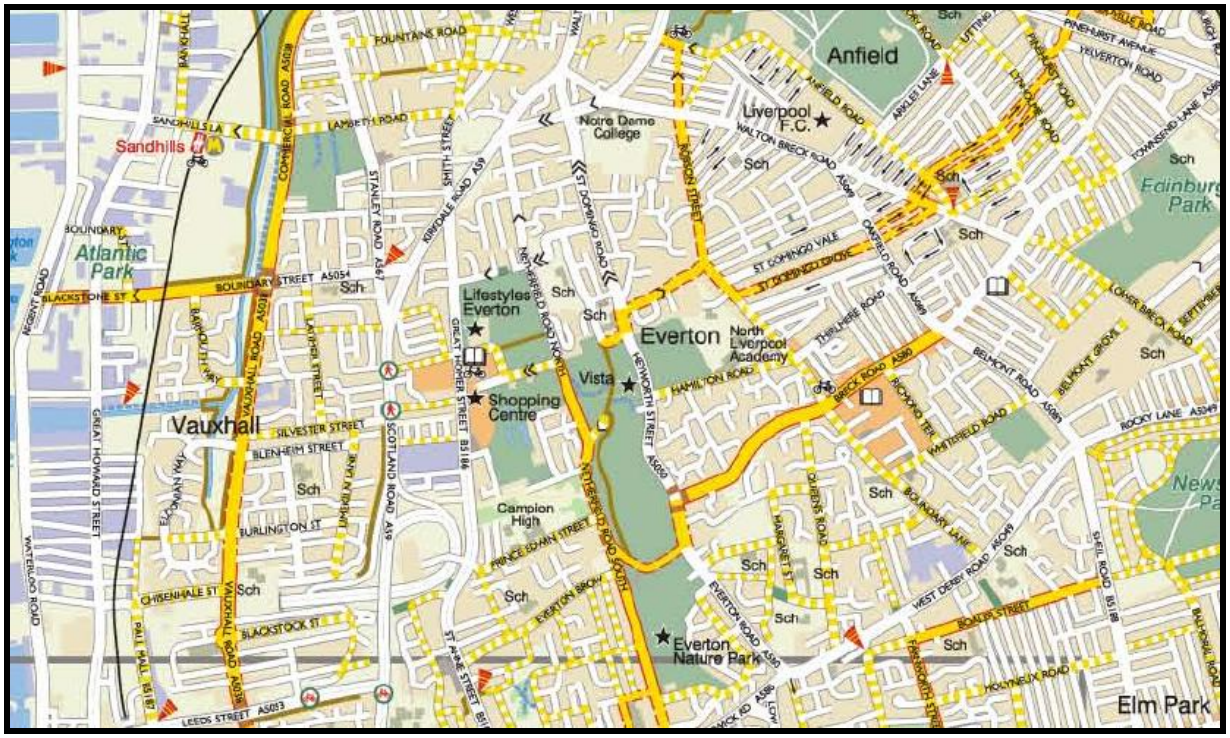
Historic Guidance and perceived good practice suggests: “Cycling also has potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport” The CIHT guidance ‘Cycle Friendly Infrastructure’ (2004) states that: “Most journeys are short.

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 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



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?

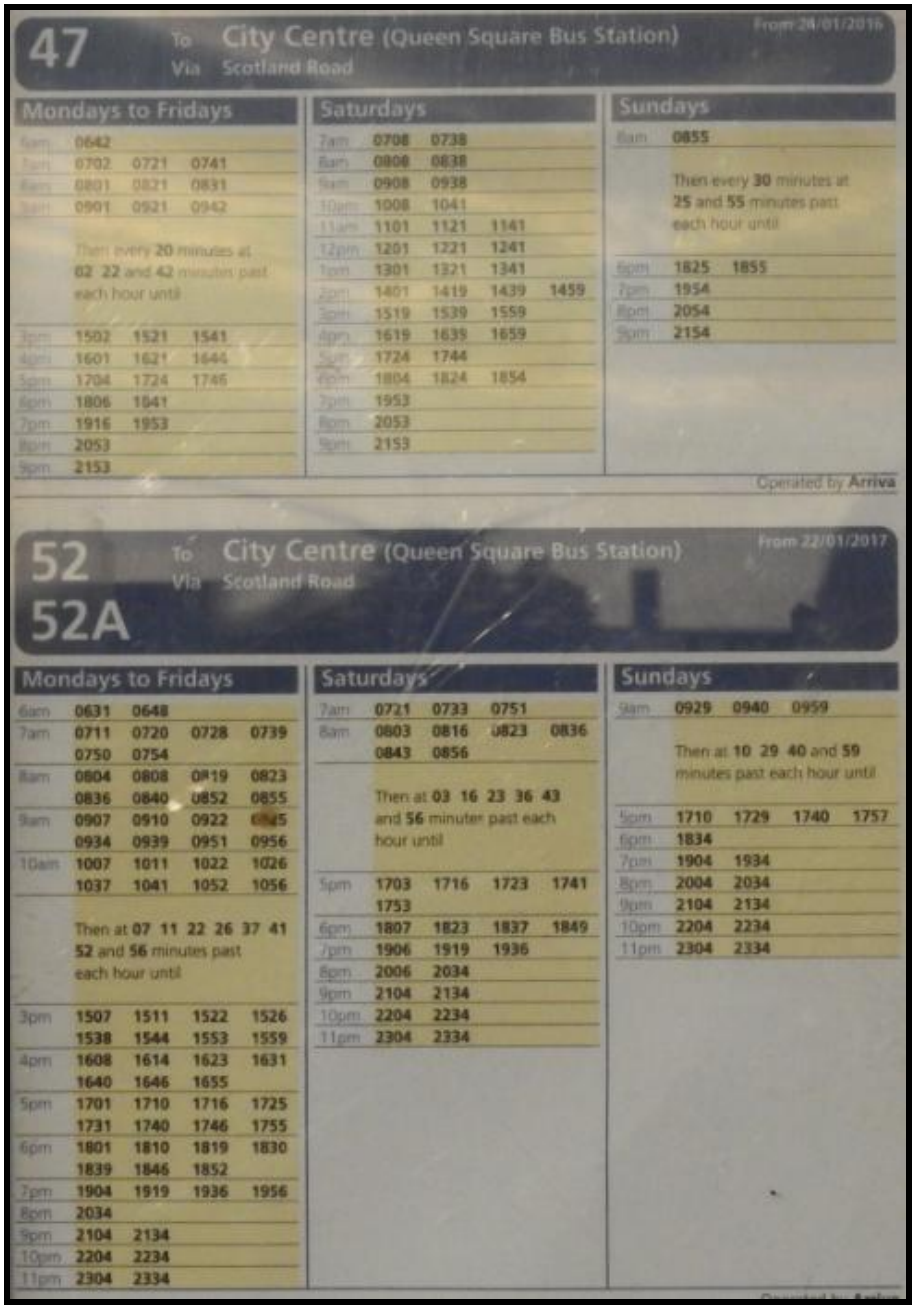
What transport provision is required to ensure that the proposed development meets national and local transport policy objectives?

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 400 metres from the nearest bus stops.

The bus stops closest to the site are along Stanley Road less than 135m, the Great Homer St corridor 220m and the others locally all in 400m walk distance.

Bus stops north and south of site on Stanley Road



47

To City Centre (Queen Square Bus Station)

Via Scotland Road

From 24/01/2016

Mondays to Fridays

6am	0642		
7am	0702	0721	0741
8am	0801	0821	0841
9am	0901	0921	0942
	Then every **20** minutes at **02 22** and **42** minutes past each hour until		
3pm	1502	1521	1541
4pm	1601	1621	1646
5pm	1704	1724	1746
6pm	1806	1841	
7pm	1916	1953	
8pm	2053		
9pm	2153		

Saturdays

7am	0708	0738		
8am	0808	0838		
9am	0908	0938		
10am	1008	1041		
11am	1101	1121	1141	
12pm	1201	1221	1241	
1pm	1301	1321	1341	
2pm	1401	1419	1439	1459
3pm	1519	1539	1559	
4pm	1619	1639	1659	
5pm	1724	1744		
6pm	1804	1824	1854	
7pm	1953			
8pm	2053			
9pm	2153			

Sundays

8am	0855			
	Then every **30** minutes at **25** and **55** minutes past each hour until			
6pm	1825	1855		
7pm	1954			
8pm	2054			
9pm	2154			

Operated by Arriva

52 52A

To City Centre (Queen Square Bus Station)

Via Scotland Road

From 22/01/2017

Mondays to Fridays

6am	0631	0648		
7am	0711	0720	0728	0739
	0750	0754		
8am	0804	0808	0819	0823
	0836	0840	0852	0855
9am	0907	0910	0922	0925
	0934	0939	0951	0956
10am	1007	1011	1022	1026
	1037	1041	1052	1056
	Then at **07 11 22 26 37 41 52** and **56** minutes past each hour until			
3pm	1507	1511	1522	1526
	1538	1544	1553	1559
4pm	1608	1614	1623	1631
	1640	1646	1655	
5pm	1701	1710	1716	1725
	1731	1740	1746	1755
6pm	1801	1810	1819	1830
	1839	1846	1852	
7pm	1904	1919	1936	1956
8pm	2034			
9pm	2104	2134		
10pm	2204	2234		
11pm	2304	2334		

Saturdays

7am	0721	0733	0751	
8am	0803	0816	0823	0836
	0843	0856		
	Then at **03 16 23 36 43** and **56** minutes past each hour until			
5pm	1703	1716	1723	1741
	1753			
6pm	1807	1823	1837	1849
7pm	1906	1919	1936	
8pm	2006	2034		
9pm	2104	2134		
10pm	2204	2234		
11pm	2304	2334		

Sundays

9am	0929	0940	0959	
	Then at **10 29 40** and **59** minutes past each hour until			
5pm	1710	1729	1740	1757
6pm	1834			
7pm	1904	1934		
8pm	2004	2034		
9pm	2104	2134		
10pm	2204	2234		
11pm	2304	2334		

55 55D

To City Centre (Queen Square Bus Station)

Via Scotland Road, Byrom Street, St John's Lane

From 23/04/2017

Mondays to Fridays

5am	0520	0550	
6am	0620	0651●	
7am	0711●	0730●	0758●
8am	0818●	0838●	0858●
9am	0917●	0943	
	Then every **20** minutes at **03 23** and **43** minutes past each hour until		
6pm	1803	1829	1846
7pm	1906	1949	
8pm	2019	2049	
9pm	2119	2149	
10pm	2219	2249	
11pm	2319	2349	

Saturdays

5am	0520	0550	
6am	0620	0650	
7am	0739		
8am	0809	0839	
9am	0909	0939	
10am	1011	1041	
	Then every **30** minutes at **11** and **41** minutes past each hour until		
6pm	1811	1836	
7pm	1906	1949	
8pm	2019	2049	
9pm	2119	2149	
10pm	2219	2249	
11pm	2319	2349	

Sundays

6am	0619	0649	
	Then every **30** minutes at **19** and **49** minutes past each hour until		
11pm	2319	2349	

300 To City Centre (Queen Square Bus Station) — From 23/04/2017

Via Scotland Road, Byrom Street

Mondays to Fridays			Saturdays			Sundays	
6am	0644		7am	0726	0756	8am	0803■
7am	0714	0745	8am	0826	0856	9am	0903
8am	0812	0849	9am	0926		10am	1009
9am	0931		10am	1003	1033	11am	1109
10am	1005	1035		Then every 30 minutes at 03 and 33 minutes past each hour until		12pm	1209
11am	1105	1135				1pm	1314
12pm	1205	1235					Then every hour at 14 minutes past each hour until
1pm	1307	1340	6pm	1803	1826 1856	6pm	1814
2pm	1410	1440	7pm	1956		7pm	1907 1947■
3pm	1510	1540	8pm	2047■		8pm	2047■
4pm	1621	1651	9pm	2147■		9pm	2147■
5pm	1725	1757	10pm	2247■		10pm	2247■
6pm	1830		11pm	2347■		11pm	2347■
7pm	1910	1944					
8pm	2014	2047■					
9pm	2147■						
10pm	2247■						
11pm	2347■						

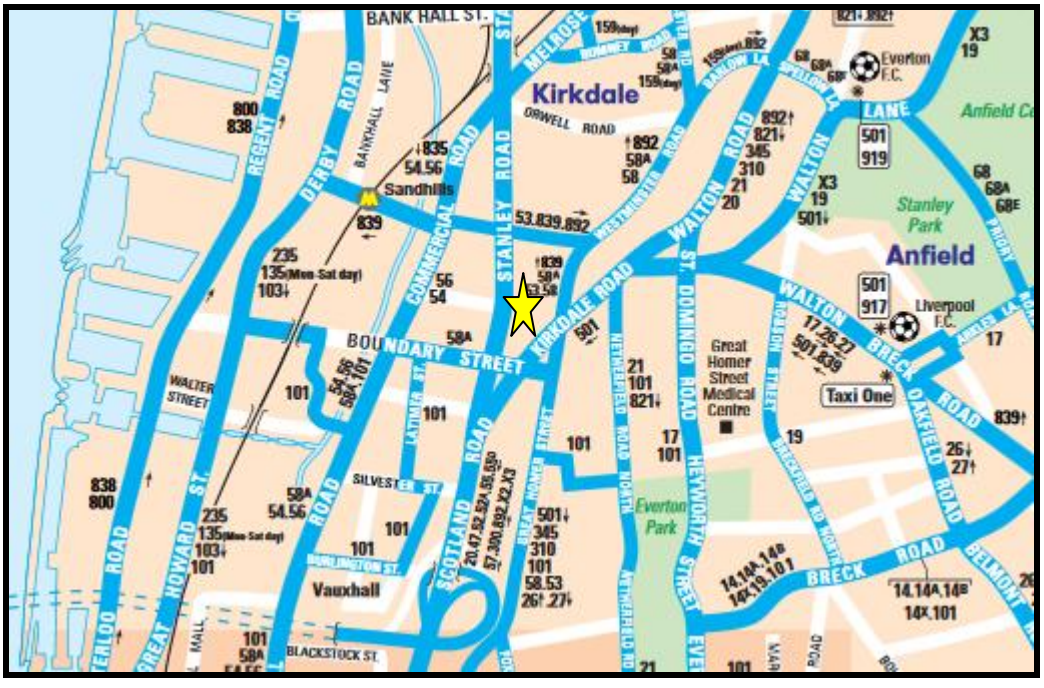
Operated by Arriva

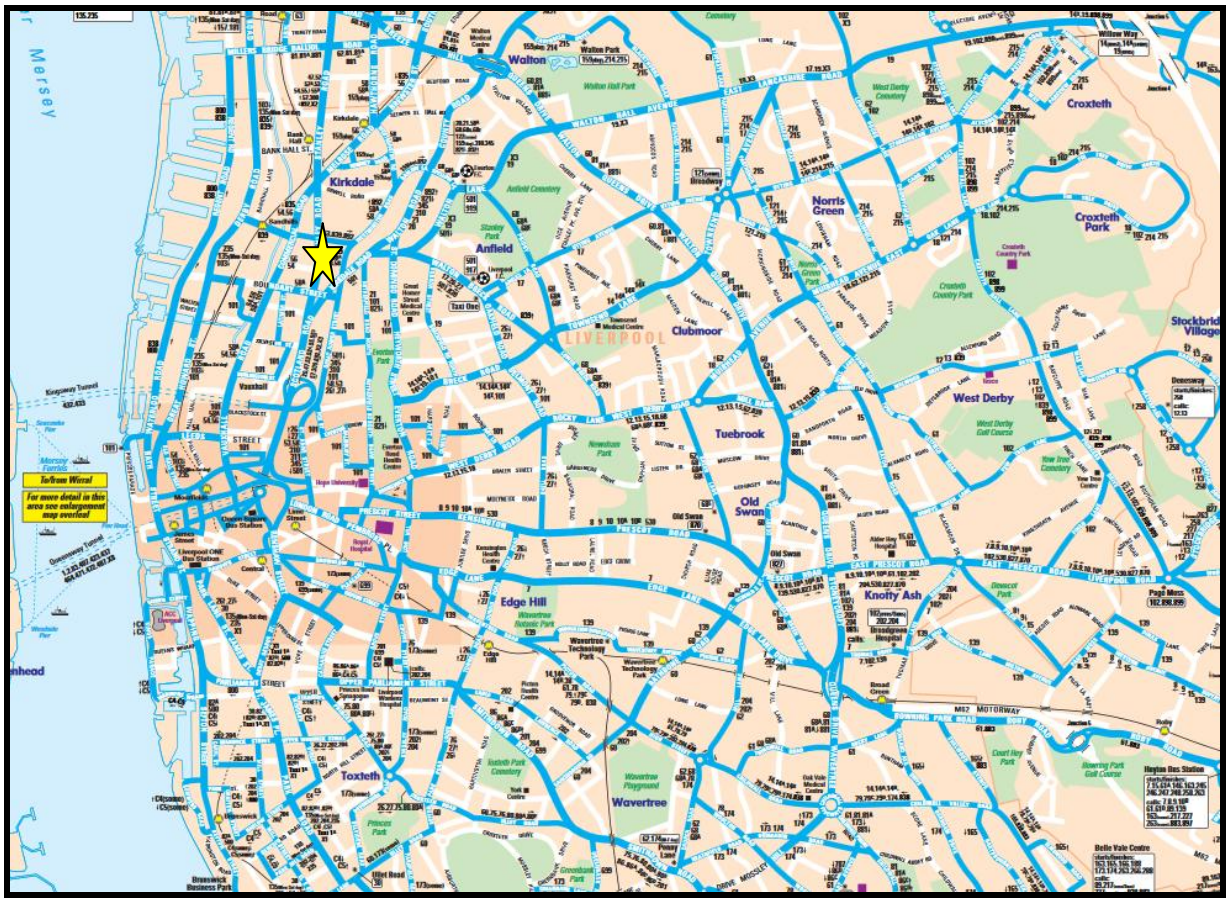
■ operated on behalf of Merseytravel

X2 To City Centre (Queen Square Bus Station) — From 05/02/2017

Via Scotland Road

Mondays to Fridays			Saturdays			Sundays	
6am	0605	0652	8am	0813	0841	8am	0812
7am	0736		9am	0944		9am	0912
8am	0806	0836	10am	1014	1048	10am	1012 1048
9am	0911	0941	11am	1118	1152		Then every 30 minutes at 18 and 48 minutes past each hour until
10am	1025	1055		Then every 30 minutes at 22 and 52 minutes past each hour until			
11am	1125	1155				3pm	1518 1548
12pm	1225	1255	5pm	1722		4pm	1617
1pm	1325	1355	6pm	1807	1844	5pm	1717 1747
2pm	1425	1458	7pm	1931		6pm	1817
3pm	1528		8pm	2018		7pm	1914
4pm	1608	1637	9pm	2118			
5pm	1705	1747					
6pm	1827	1858					
7pm	1922	1952					
8pm	2017						
9pm	2117						





Local bus routes

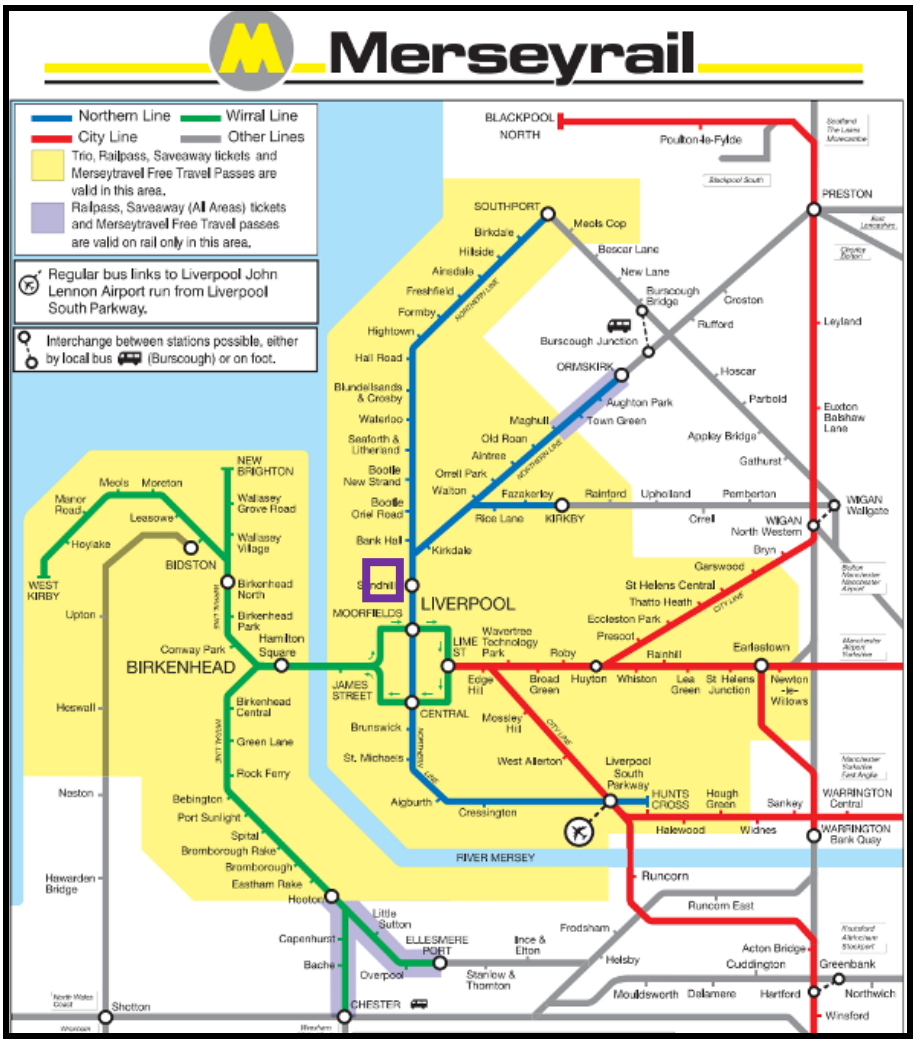
Rail network

The local rail station rail services, Sandhills station is located approximately 0.95km to the west of the site and is therefore well within an acceptable walking and cycling distance.

It offers regular services in the week approximately every 10 minutes to Southport, Ormskirk, Hunts Cross and Kirkby. The station also offer further connecting services to Manchester, Wigan, Warrington, Preston and Birkenhead.

It is well within the acceptable cycling (5km) catchment, and provides connections to employment and leisure opportunities from the site.

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



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 / No** Y
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 / No Y
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 / No Y
			Total (B)	4
Summary	Box A: Minimum Standard (from Table 3.1)	4	**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 / No N
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 / No y
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 In flat and basement	Yes	1	1
		No	0	
			Total (B)	5

Summary	Box A: **Minimum Standard** (From Table 3.1)	5	**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	5
			Total (B):	

Summary			Comments or action needed to correct any shortfall
	Box A: **Minimum Standard** (from Table 3.1)	6 accommodation	peak hours 4 buses per hour walk is slightly longer than guidance but no further contribution needed.
	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.		Yes
	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	Yes 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	/ 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):	

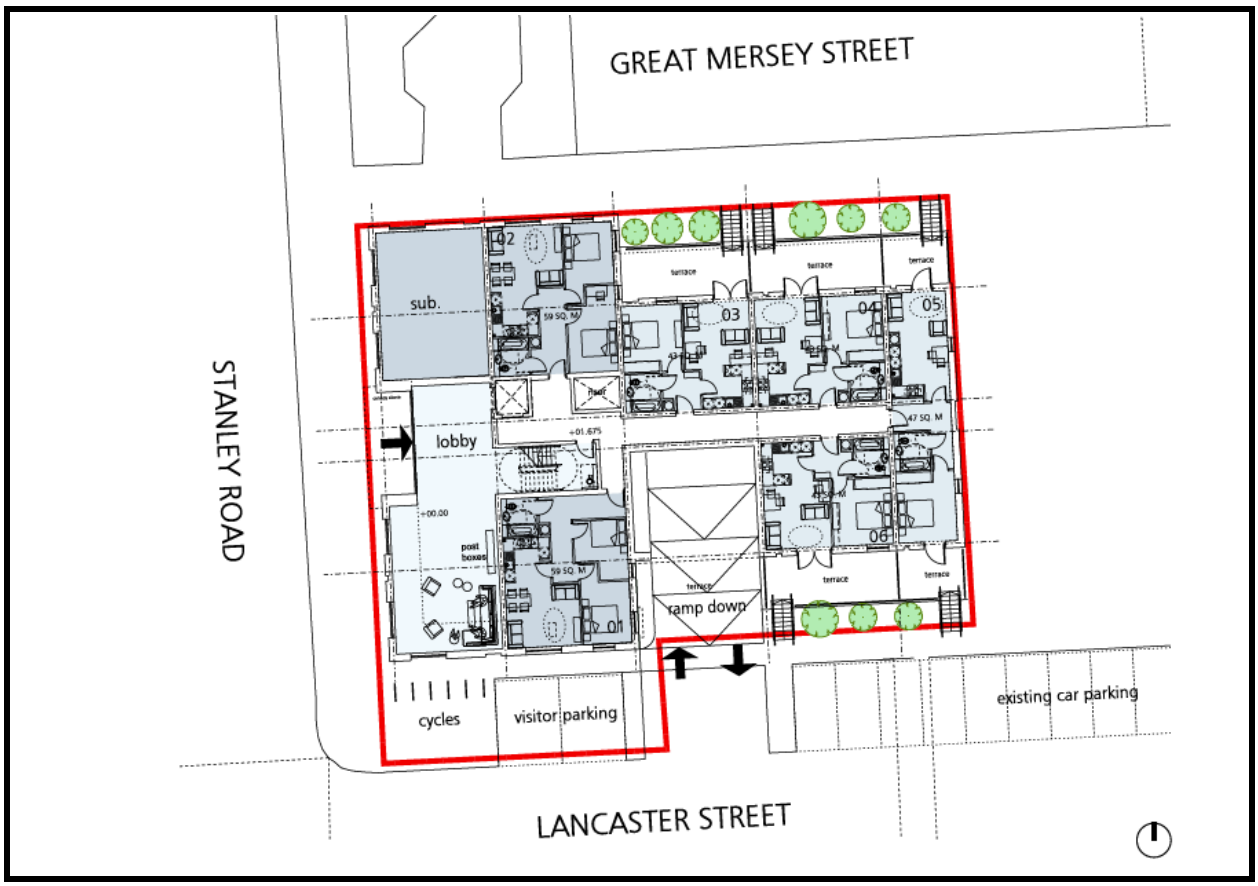
Summary	Box A:		Comments or action needed to correct any shortfall. If conditions are appropriate for the reduced level of parking (see section 4), but this has not been provided, please explain why.
	Minimum Standard (From Table 3.1)	1 accommodation 3	Parking is lower than policy with focus on non car uses

6. THE DEVELOPMENT PROPOSALS AND LAYOUT

Development Proposals

The erection of a single block of 33 units, with 11 subterranean and 2 visitor car parking spaces, 34 cycle parking spaces in the basement and 6 Sheffield stands for 12 cycle for visitors etc at ground level, and landscaped amenity space.

Full details in architects drawings



Site Layout

The existing on street car park area will have 2 spaces designated as visitor spaces.

Servicing strategy

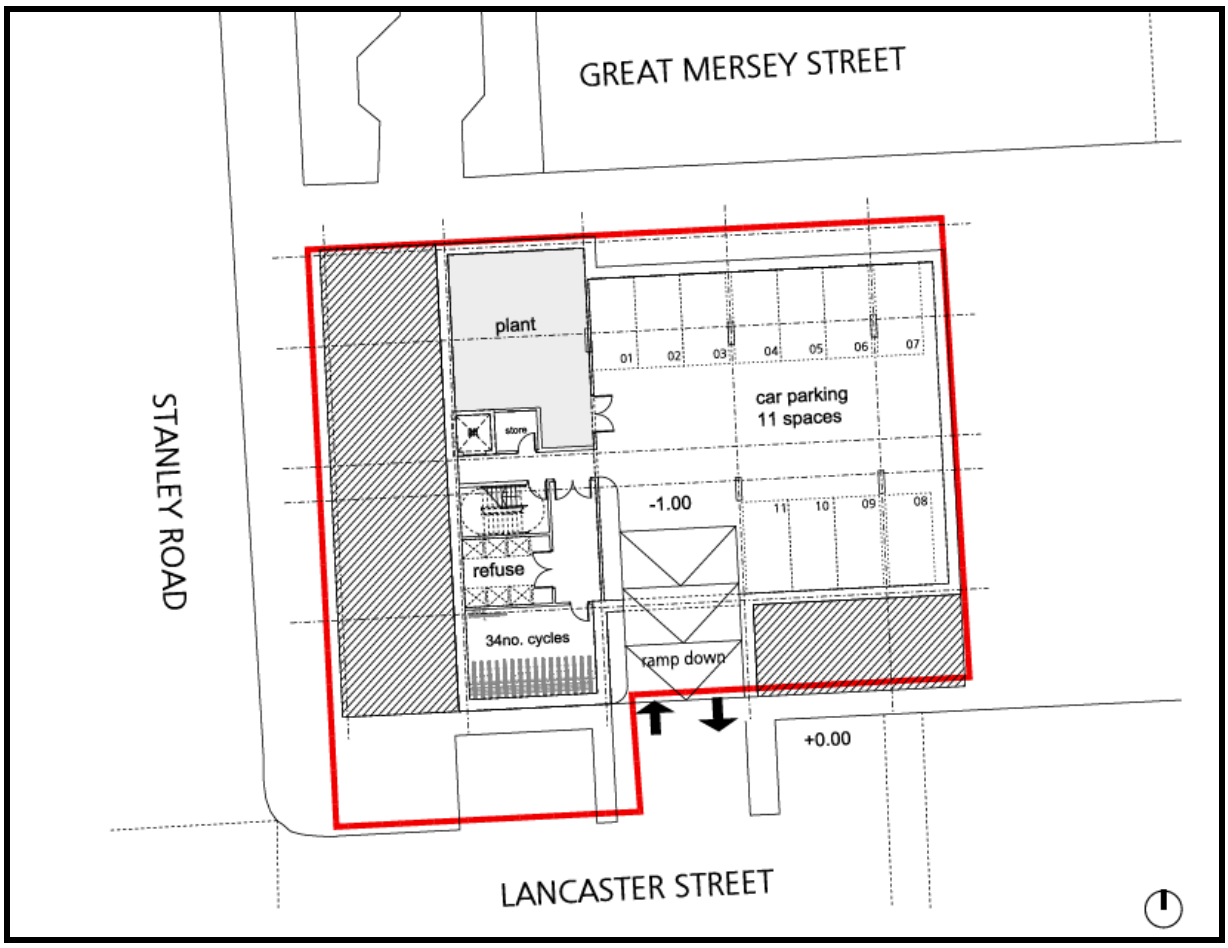
The larger deliveries are accommodated using the existing on street arrangement for a large refuse vehicle etc.

Car parking Policy and review

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

As stated before car parking for visitors to the accommodation or those using the area as a shared trip/employees car sharing etc can use the local parking offer, this is provided as on street parking.

The site is offering 11 internal spaces and 2 road side visitor spaces.



Based on the policy following ratios have been referred to.

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

The site is a sustainable location. The policy requirement of 0.7 space per flat would equate to a maximum demand of 23 car spaces. Based on current understanding the site offers 13 spaces or 0.4 per unit internally with considerable on street parking adjacent to the site.

Whilst the UDP itself cannot implement new transport schemes or control transport services, its land use policies must link to and support the transport objectives and proposals of the LTP. In this respect the UDP will have two key roles to play:

- *Protect sites for new transport proposals; and*
- *Ensure that the design and location of all other new development contributes to more sustainable travel patterns.*

Policies influencing the location, density, design and mix of land uses are found throughout the UDP and are used to help reduce the need to travel and the length of journeys. For instance, development that would generate significant travel demand should be located in the City Centre or district centres, and any alternative location must have ready access by public transport, cycling or walking. Appropriate sites must be allocated for such development where possible.

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

The Local Transport Plan for Merseyside 2006/7–2010/11, Supplementary Planning Guidance Note 8, provides the current parking standards to be adopted throughout Merseyside. Table 7.1 contains a summary of the parking standards and the number of spaces required within the development in-line with the published standards.

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.

4.15 When dealing with residential parking, a request will be made for developers to make provision for a ratio of 0.70 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);

The accessibility review shows the site has access to frequent bus services from stops in easy walking distance.

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

The site is adjacent to Gt Mersey Street and Lancaster Street both of which have designated on street parking with no time restrictions on them. The roads are both cul de sacs with limited access and usage by others thus overspill if it occurs will be limited in nature and its impacts.

It is considered that the parking offer is supportable for the area as set out.

Cycling

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 will be given when forward planning to:

- Increase the provision of safe, secure parking as demand grows, the site exceeds policy for residents and 4 times the visitor need as such further expansion not considered necessary.
- Provide lockers, access to changing/drying facilities and showers for residents in each flat.

In order to further encourage the use of cycling the following measures would 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.

The proposed spaces are in the ground floor secure areas for residents and does not have a minimum that said a total of 45 cycles spaces are provided.

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

Trip rates and assessment methodology

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:

"...*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....".*

The above notwithstanding GTA does suggest that 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 required. 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.

The likely number of trips that will be generated by the residential uses based on a simple robust view of 0.8 two way trips for the location will be 26 i.e. under the 30 two way vehicle trips threshold, as defined in the GTA, in either of the weekday traditional peak hours.

The potential trip level of 26 two way in the peak max would disperse across the network in two directions will reduce across the network which in any case has no capacity issues it is not considered detail junction assessments are required for flows of 1 per 2 plus minutes from the site would be deemed de minimus in nature across the network.

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 for such a location.

The site has a sustainable location and the layout accords with good practice.

The access accords with good practice

As such the scheme would have little or no impact on the local network and will provide an improvement by reducing the on street parking.

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