DTPC

Report No. J914/TS
Janaury 2018

PROPOSED RESIDENTIAL ACCOMMODATION
WHITTLE STREET, LIVERPOOL

TRANSPORT STATEMENT

PROPOSED RESIDENTIAL ACCOMMODATION
WHITTLE STREET, LIVERPOOL

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

DTPC No:		**J914/TS**	
Status:	Final	*Copy No:*	
	Name	*Signature*	*Date*
Approved:	Alan Davies	***AD***	January 2018

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

DTPC (Northwest) LLP 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 RESIDENTIAL ACCOMMODATION
WHITTLE STREET, LIVERPOOL

TRANSPORT STATEMENT

C O N T E N T S

Page

1. INTRODUCTION

DTPC has been appointed by FCH Architects on behalf of Mr Paul Lloyd to provide transport and highway advice for the traffic and transportation implications associated with the proposed residential accommodation Whittle Street, Liverpool.

The application relates to a site located in the urban area currently un-used other than off street parking 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***.

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 District Centre is within an easy walking distance.

Summary

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

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

Furthermore there are:

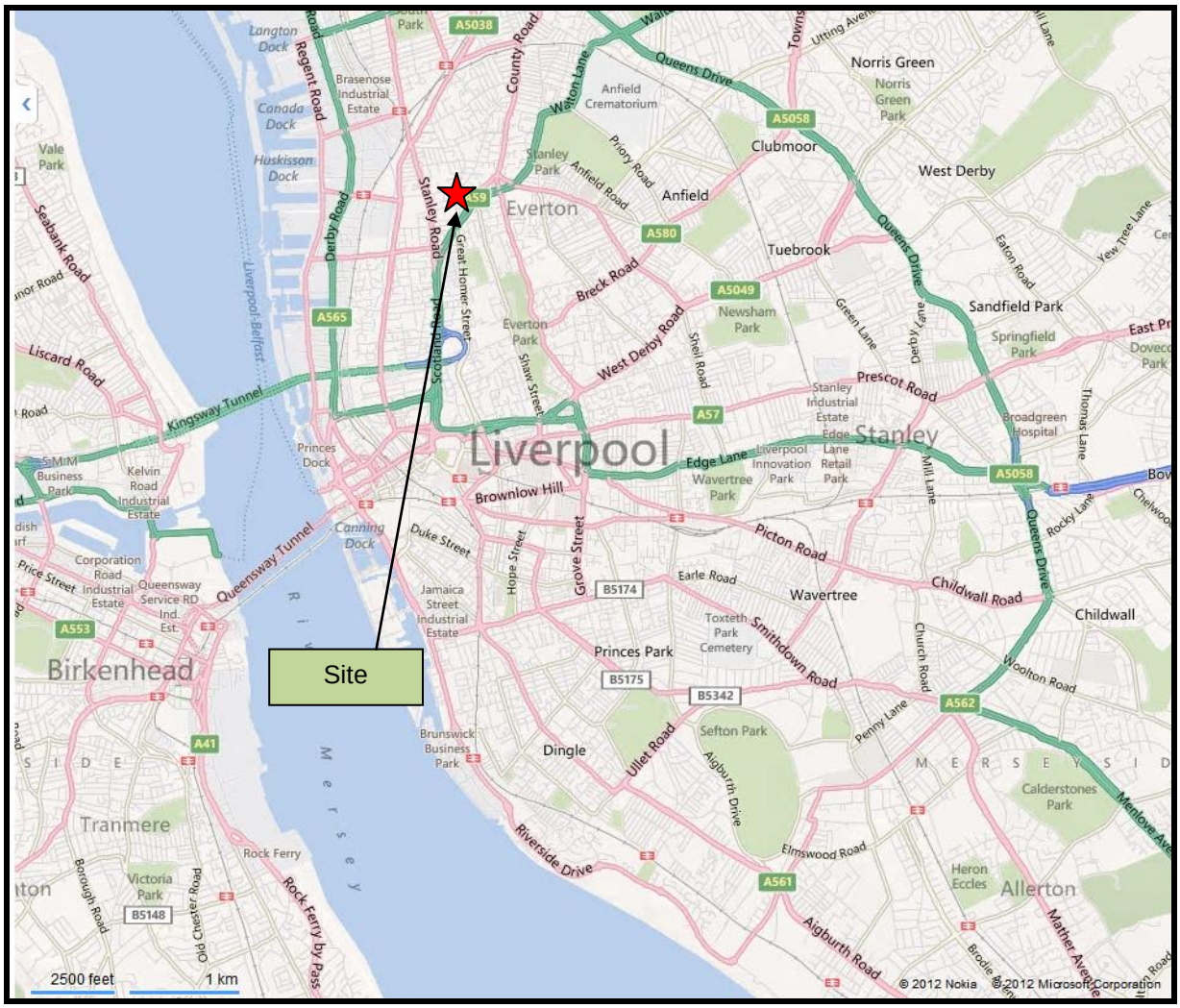
Pedestrian and cycle linkages to a number of locations and facilities are available, frequent public transport services to other major centres and interchanges, and adequate parking provision all ensure that this development is as sustainable, as required in local and national policy.

3. SITE DESCRIPTION

Site location context

The site is situated on the northerly edge of Liverpool City Centre.

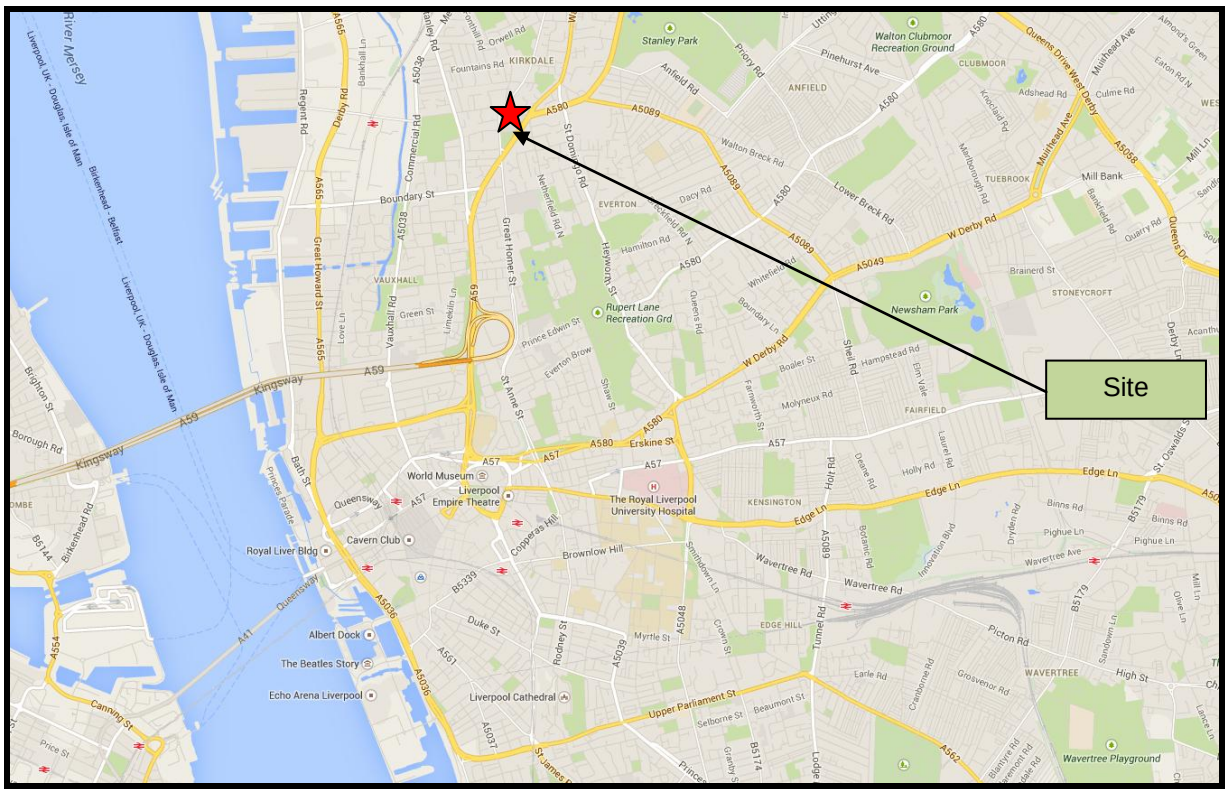
Situated approximately 2.5km from Lime Street Station and lying within 3.2 km of the Edge Lane M62 corridor, the site is accessible by a variety of modes and is also within a easy walking distance of a wide variety of the District centre facilities and attractions.



Site location plan in relation to neighbouring settlements and locally overleaf

From the site, Kirkdale Road links to the Great Homer Street/St Anne Street corridor runs south to the A580 corridor runs east/west linking to the A5049 to the eat and A5052 corridors with the A59 to the west and thus to the strategic highway network and thus the wider Merseyside area.

The A59 also runs north/south parallel to Great Homer Street/St Anne Street corridor linking to the city centre.



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 city 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.

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

The site is currently accessed from Whittle Street which runs between A59 Kirkdale Road and Smith Street.

The site has a grassed area and a access leading g to off street parking.

Smith Street view north and south along frontage

View along internal access route

Kirkdale Road view north and south along frontage

View along Whittle Street

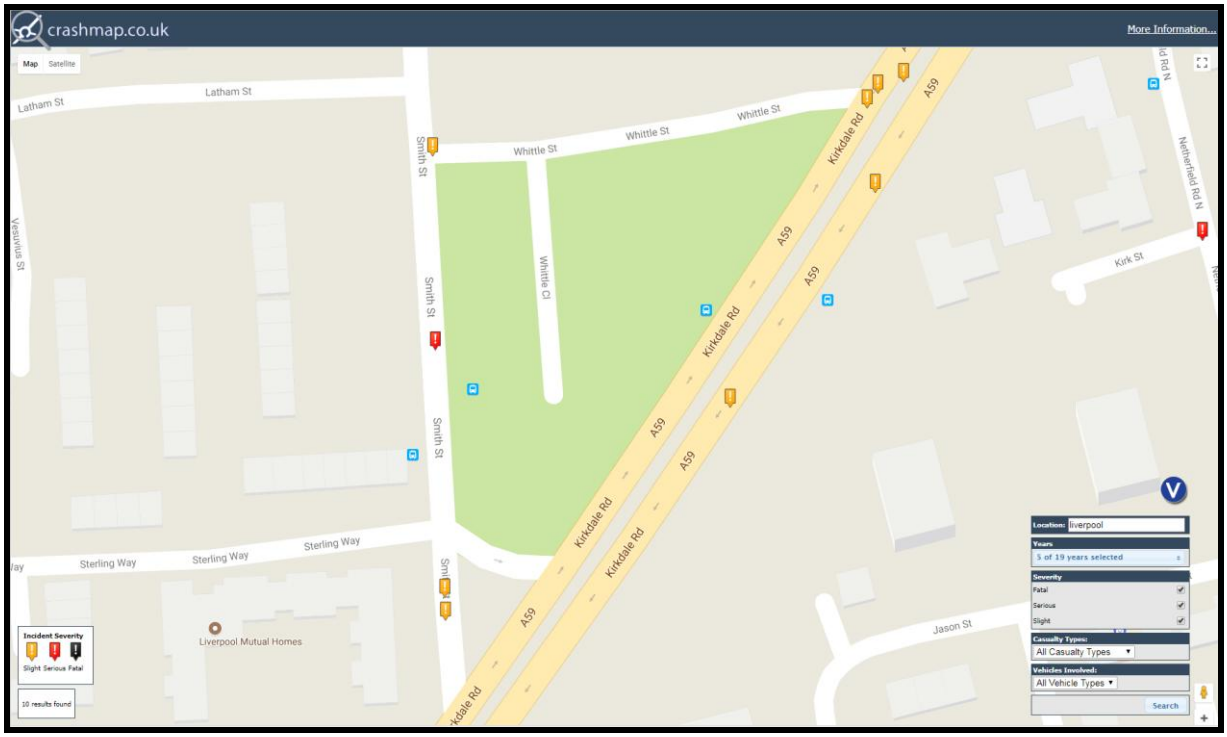
View left and right Whittle St/Smith St junction

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. The local area has a small number of records with small clusters at the signalised junction and the Whittle Street left in/out junction with the A59.



The frontage has 1 accident in the past five years mid way along Smith Street, it was serious and occurred in 2013. This is on the approach to the A59 signalised junction.

The area has been subject to major roadwork's over the past few years which would affect the accident record.

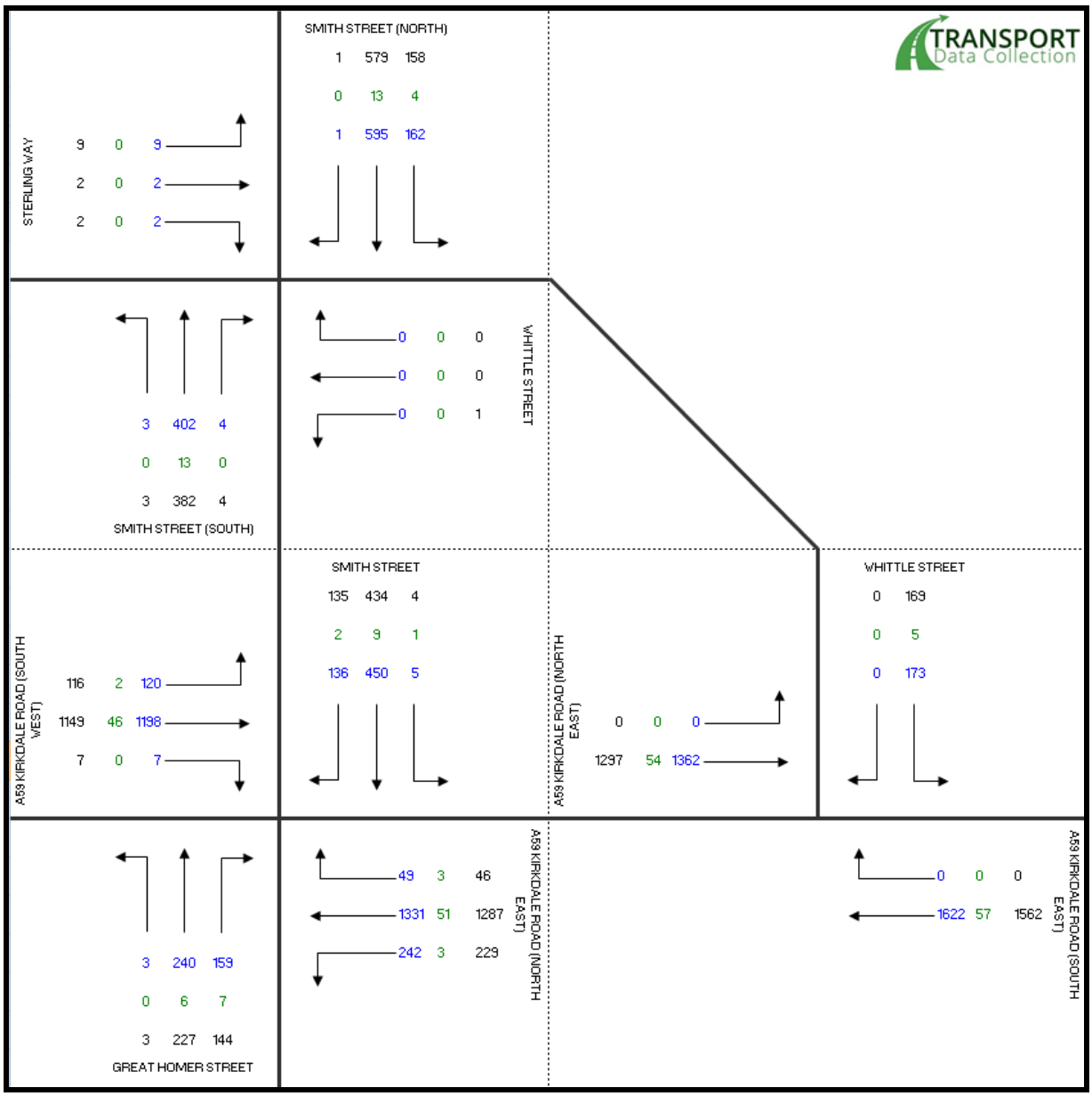
The accidents are typical of a major route with crossings in the urban area and slight accidents with turns/rear end shunts would be anticipated as typical events.

Whilst any accident is regrettable incidents of this nature would not indicate a significant safety issue arising from the operation of the network at the site access and local area.

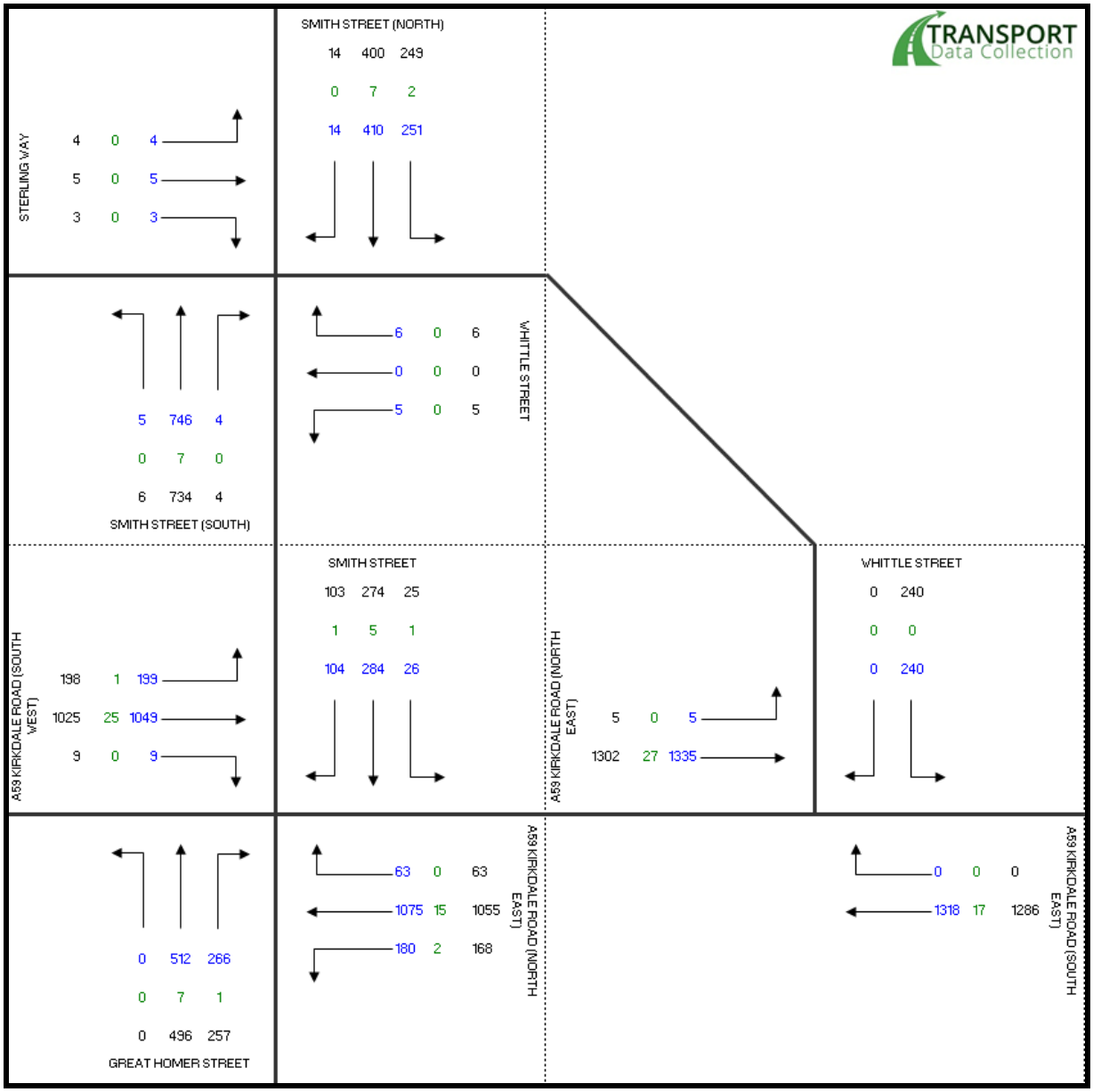
Traffic flows

The site has no fallback position for approved uses with accepted trip levels on the network. The main line has been surveyed for flows at the junctions. Full details appendix A

From the surveys the Whittle Street has a noticeable left in and left out to the A59 movements in the AM and PM.



The main flows are along the A59 in each peak and are tidal in nature.



Summary

The site is located in the urban area close to the district centre and the facilities there, it has a good local infrastructure around the site with bus routes and good walking connections.

The Smith Street has dedicated crossing facilities.

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.

Facilities

The 1km catchment encompasses a large area to the north of Liverpool including employment, education and leisure opportunities as well as the Project Jennifer District centre.

Facility	Approximate Walking Distance
Church	375 metres
Fountain |centre/Nursery	400 metres
Local Centre Shopping Area inc PFS	500 metres
Doctor/Pharmacy Stanley Road	500 metres
Our Lady Primary School	535 metres
University	2km metres
Hillside High School	2.5km

Sample of Local Facilities

Walking and cycling

The proximity of the site in relation to the central core of Liverpool City Centre, pedestrian facilities are numerous and generally of good quality – particularly in areas which have experienced urban realm improvements as part of the City Centre Movement Strategy (CCMS) which seeks to discourage

through traffic within the City Centre; has significant improvements to public transport facilities; and wide ranging urban realm / pedestrian enhancements.

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

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

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

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

Importantly, the 0.8km yellow / 2km brown distance are the 10 and 25 minutes walk journeys covers other education and shopping facilities. There are, therefore, opportunities for residents to access a range of shopping, employment, leisure, and service facilities on foot.

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

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.

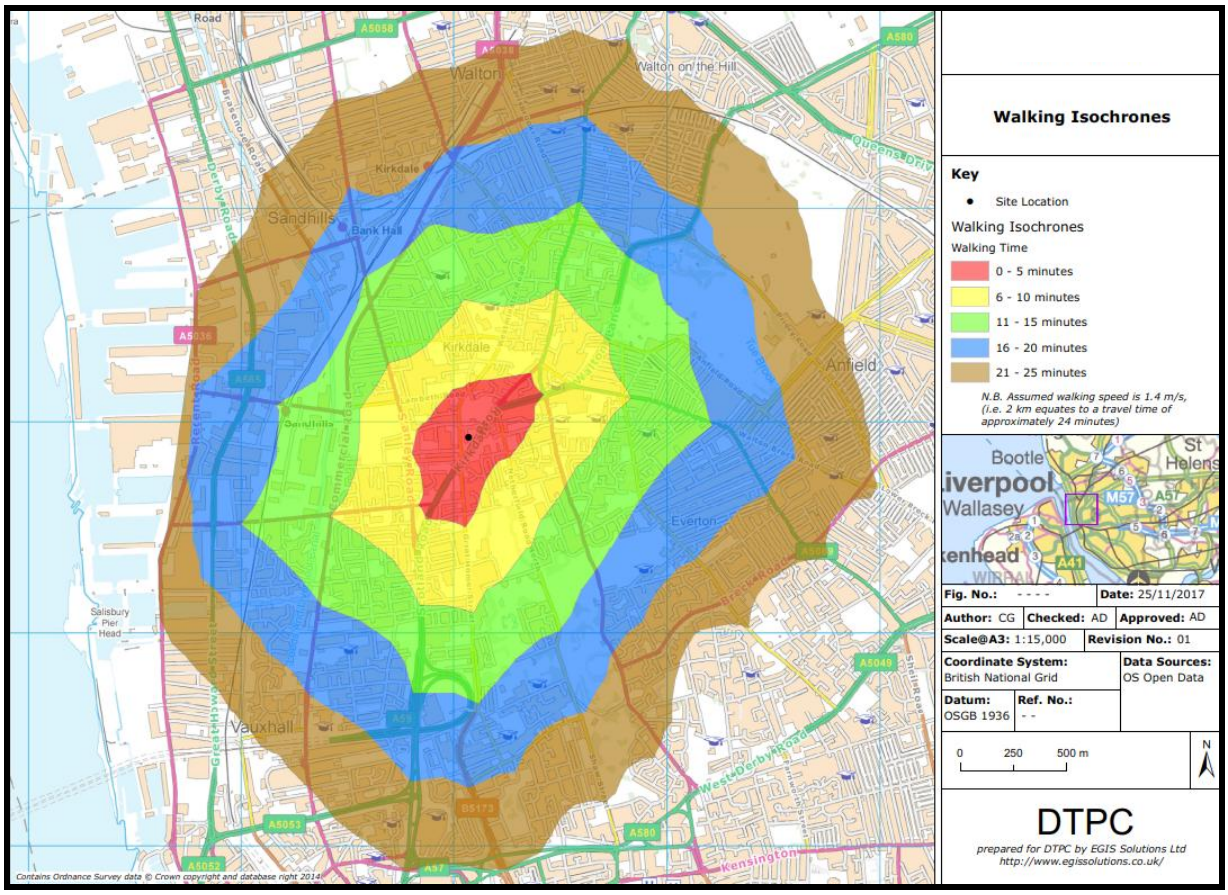
This is supported by the now superseded PPG 13 and the National Travel Survey which suggests that most walking distances are within 1.6km thus accepted guidance states that walking is the most important mode of travel at the local level supporting the above statement.

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 visitors to and from the proposed development.

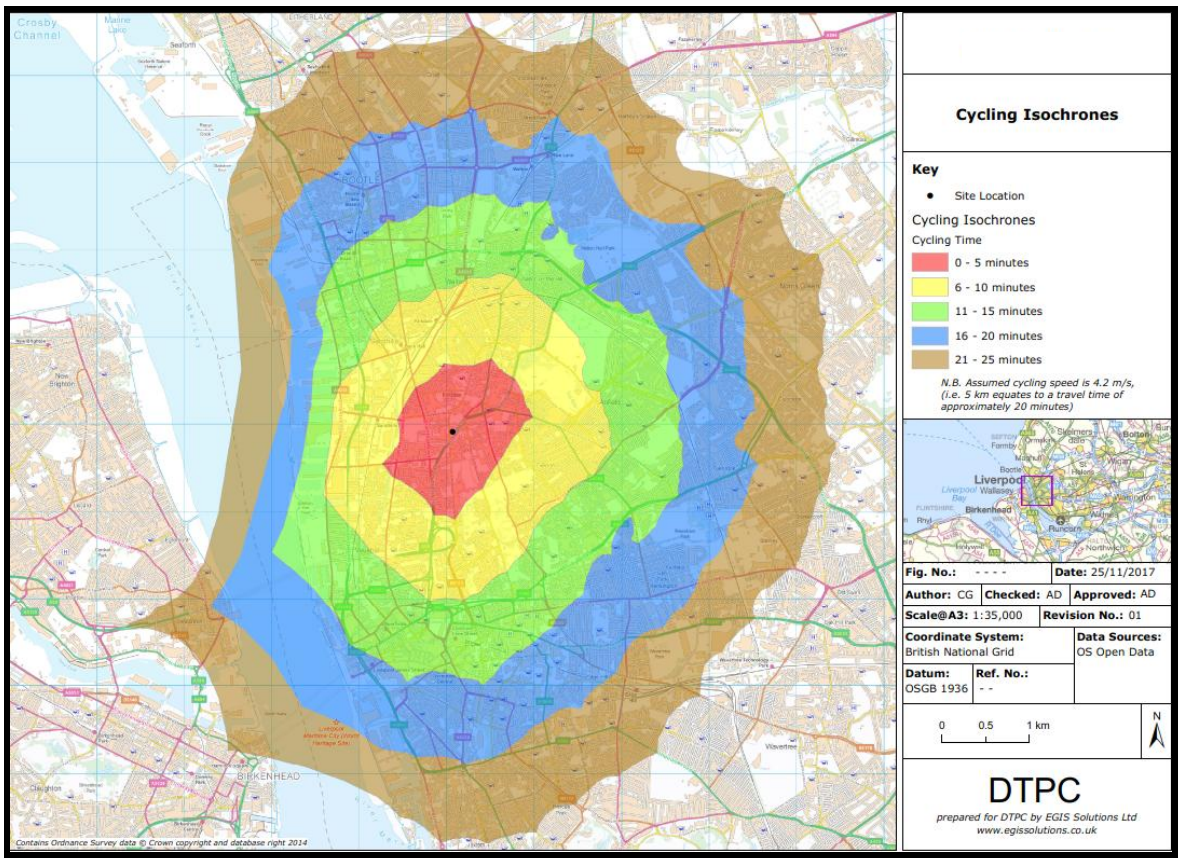
<u>There are existing pedestrian routes in the vicinity of the site that will assist the accessibility of the site for pedestrians.</u>

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.

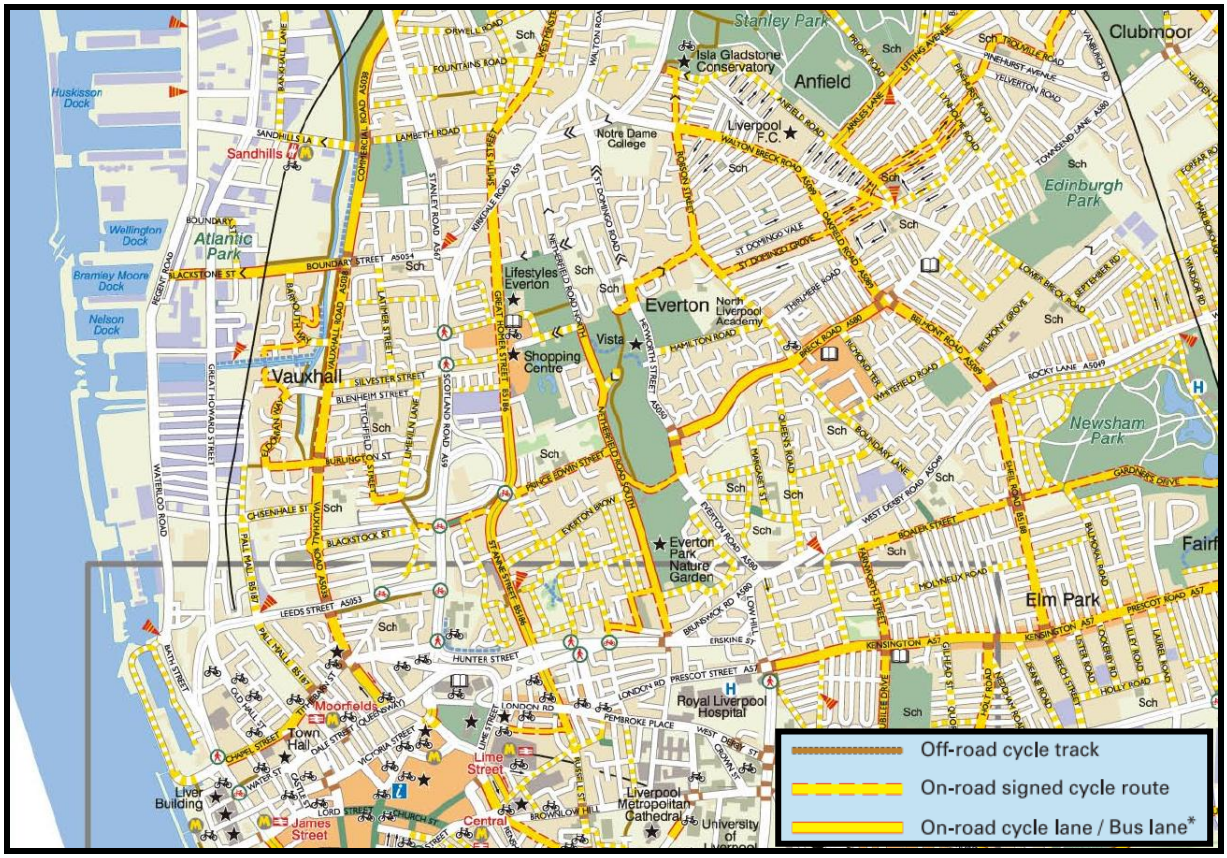
Three quarters of journeys by all modes are less than five miles (8km) and half under two miles (3.2km) (DOT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person.” (para 2.3)

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.

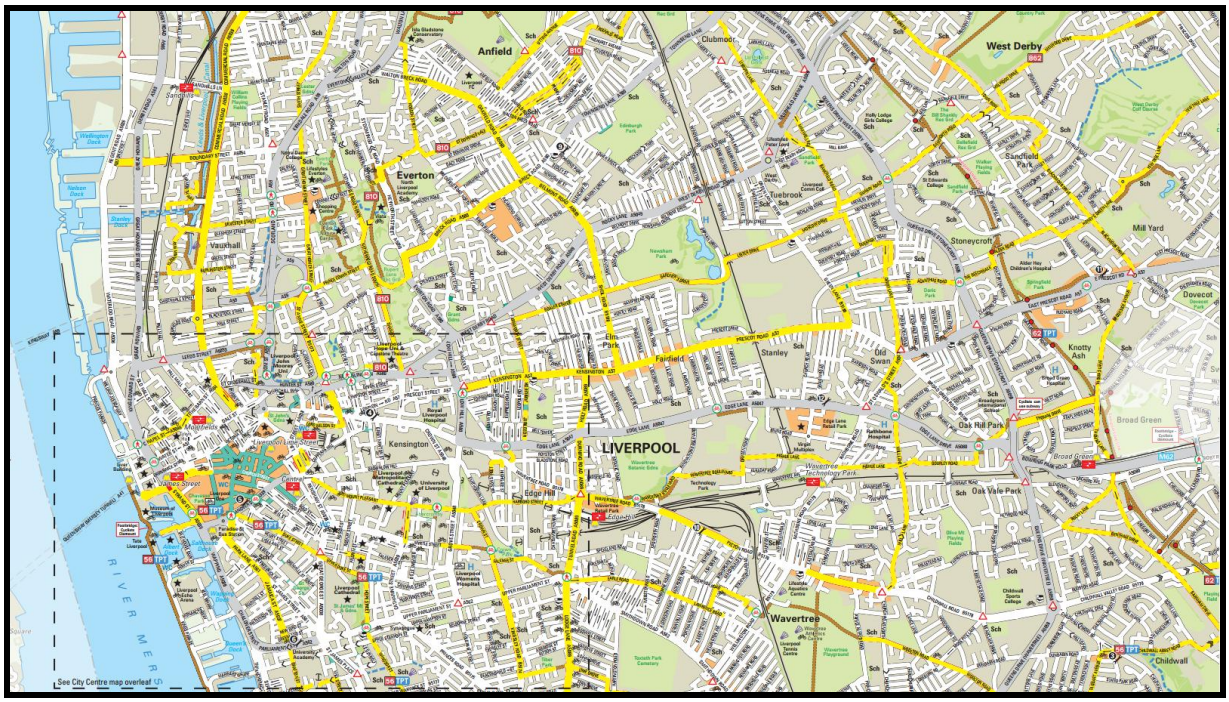
The brown area indicates the 5 km distance. It incorporates a substantial part of the adjacent urban areas, which means the development site is well linked to the wider area.

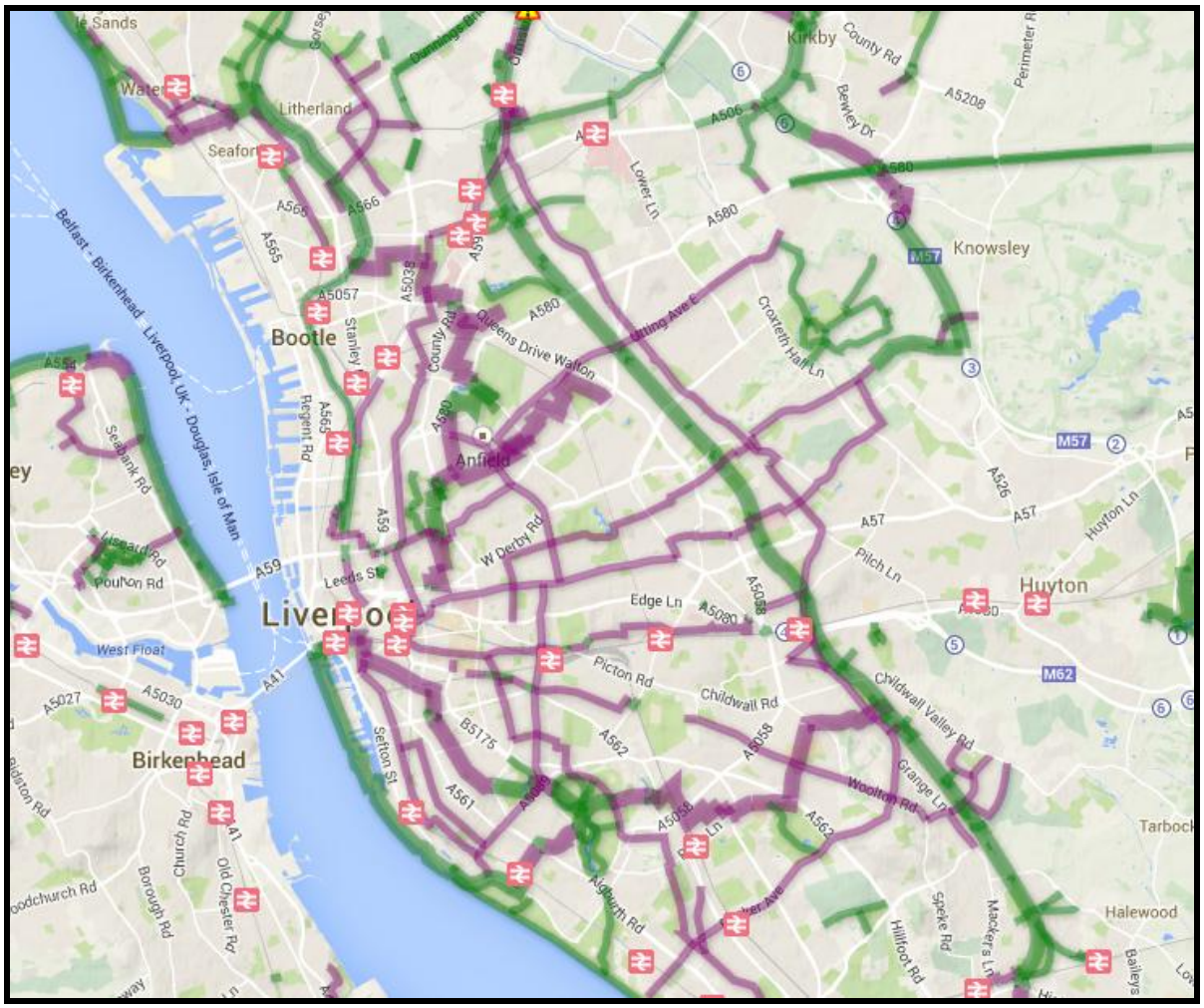


Cycle Catchments



Local area and wider 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?

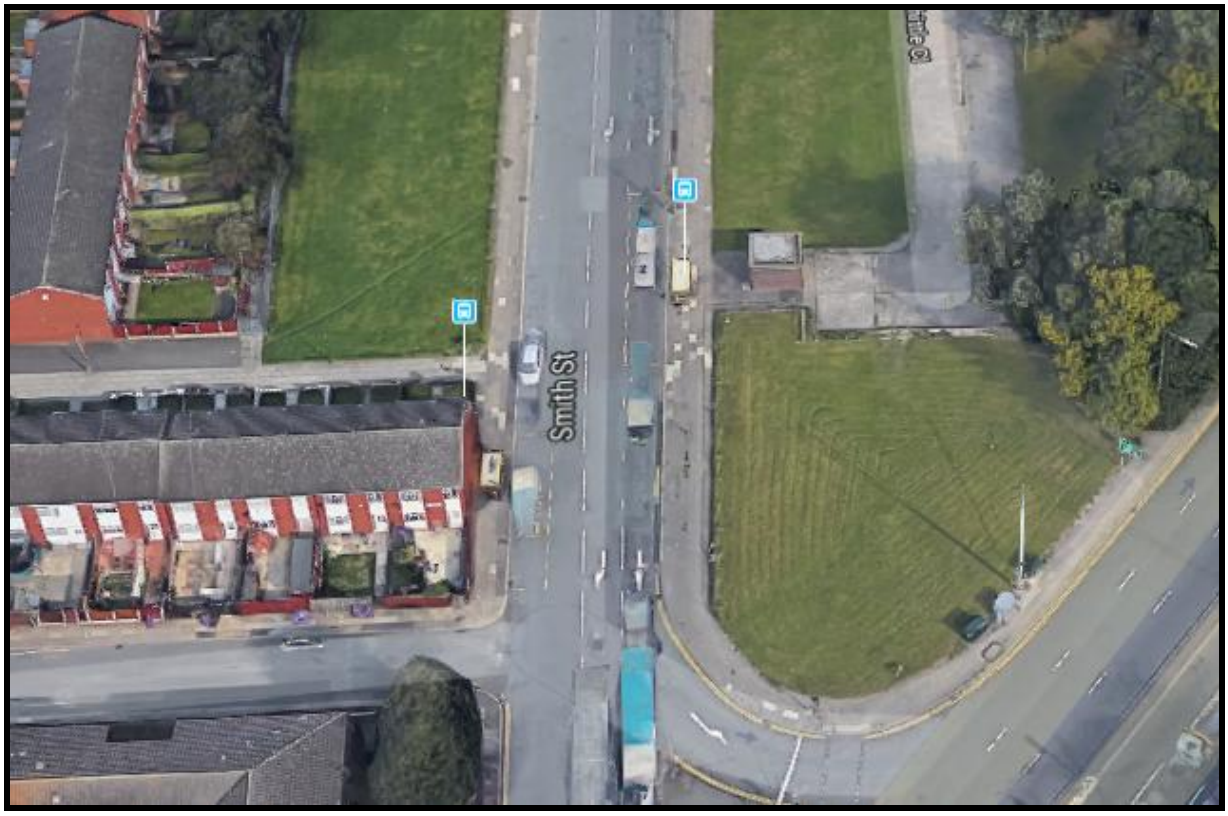
What transport provision is required to ensure that the proposed development meets national and local transport policy objectives?

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 Smith Street, as shown by the photo below.

Bus stop and services for the Smith Street corridor adjacent to the site



58

To City Centre (Queen Square Bus Station)

Via Great Homer Street

From 11/01/2015

Mondays to Fridays			Saturdays		Sundays
6am	0610	0640	6am	0650	No service
7am	0713	0743			
8am	0813	0848		Then every **30** minutes at **20** and **50** minutes past each hour until	
9am	0918	0948			
10am	1020	1050	6pm	1820	
	Then every **30** minutes at **20** and **50** minutes past each hour until				
3pm	1520	1550			
4pm	1624				
5pm	1700	1730			
6pm	1805	1834			

Operated by **Arriva**

58A

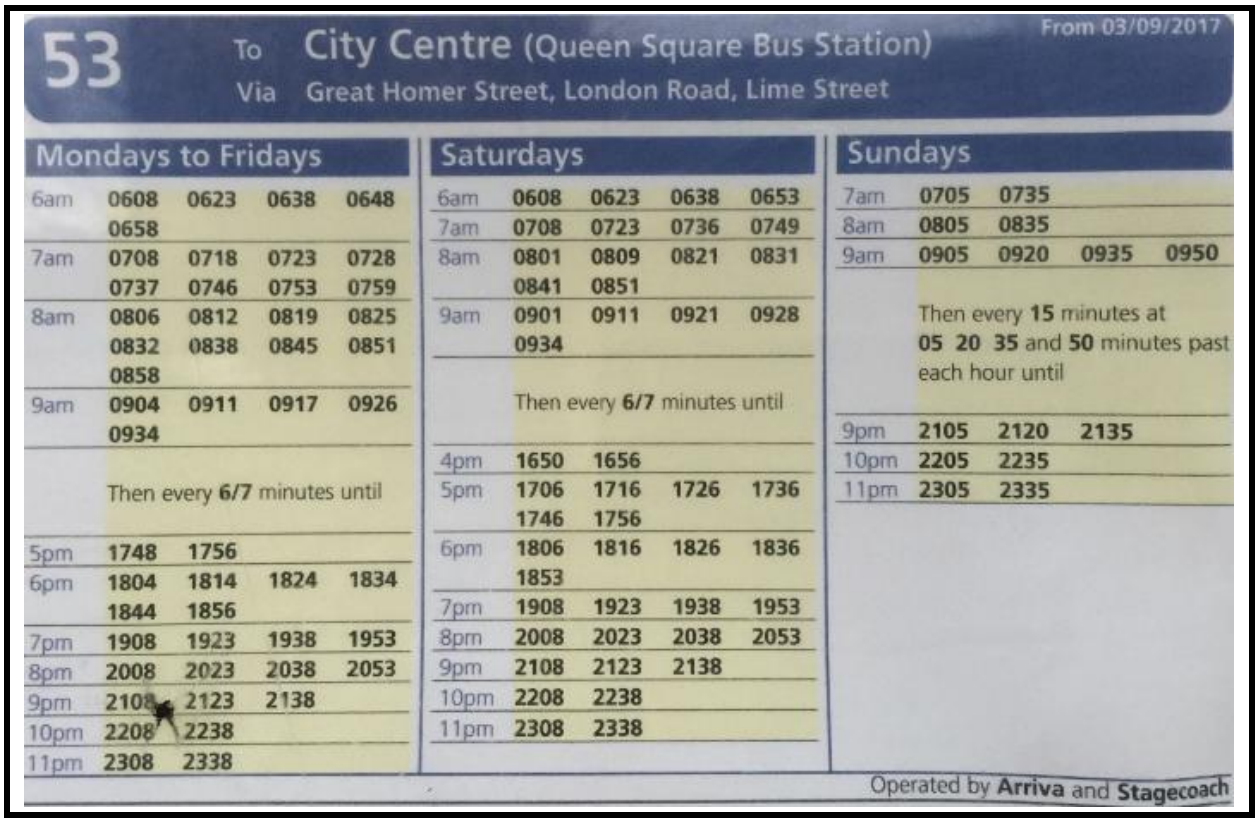
To City Centre (Sir Thomas Street)

Via Vauxhall Road, Tithebarn Street, Moorfields, Dale Street, North John Street, Victoria Street

From 23/04/2017

Mondays to Fridays		Saturdays		Sundays	
7pm	1925	7pm	1925	8am	0825
8pm	2025	8pm	2025		Then every **hour** at **25** minutes past each hour until
9pm	2125■	9pm	2125■		
10pm	2225■	10pm	2225■	8pm	2025
11pm	2325■	11pm	2325■	9pm	2125■
				10pm	2225■
				11pm	2325■

Operated on behalf of **Merseytravel**



53 To City Centre (Queen Square Bus Station) From 03/09/2017
Via Great Homer Street, London Road, Lime Street

Mondays to Fridays

6am	0608	0623	0638	0648
	0658			
7am	0708	0718	0723	0728
	0737	0746	0753	0759
8am	0806	0812	0819	0825
	0832	0838	0845	0851
	0858			
9am	0904	0911	0917	0926
	0934			
	Then every **6/7** minutes until			
5pm	1748	1756		
6pm	1804	1814	1824	1834
	1844	1856		
7pm	1908	1923	1938	1953
8pm	2008	2023	2038	2053
9pm	2108	2123	2138	
10pm	2208	2238		
11pm	2308	2338		

Saturdays

6am	0608	0623	0638	0653
7am	0708	0723	0736	0749
8am	0801	0809	0821	0831
	0841	0851		
9am	0901	0911	0921	0928
	0934			
	Then every **6/7** minutes until			
4pm	1650	1656		
5pm	1706	1716	1726	1736
	1746	1756		
6pm	1806	1816	1826	1836
	1853			
7pm	1908	1923	1938	1953
8pm	2008	2023	2038	2053
9pm	2108	2123	2138	
10pm	2208	2238		
11pm	2308	2338		

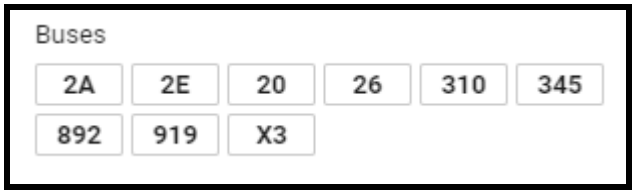
Sundays

7am	0705	0735		
8am	0805	0835		
9am	0905	0920	0935	0950
	Then every **15** minutes at **05 20 35** and **50** minutes past each hour until			
9pm	2105	2120	2135	
10pm	2205	2235		
11pm	2305	2335		

Operated by **Arriva** and **Stagecoach**

Bus services Smith Street

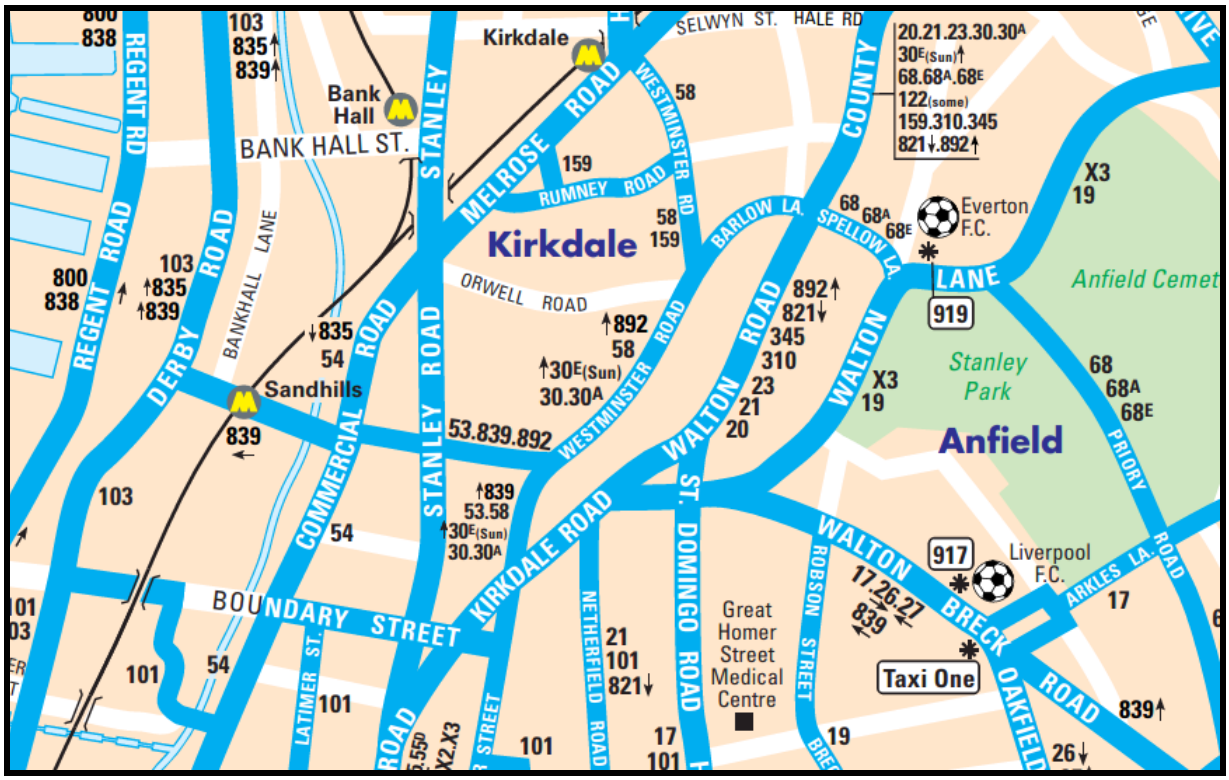
Bus stops Kirkdale Road and services below



Buses

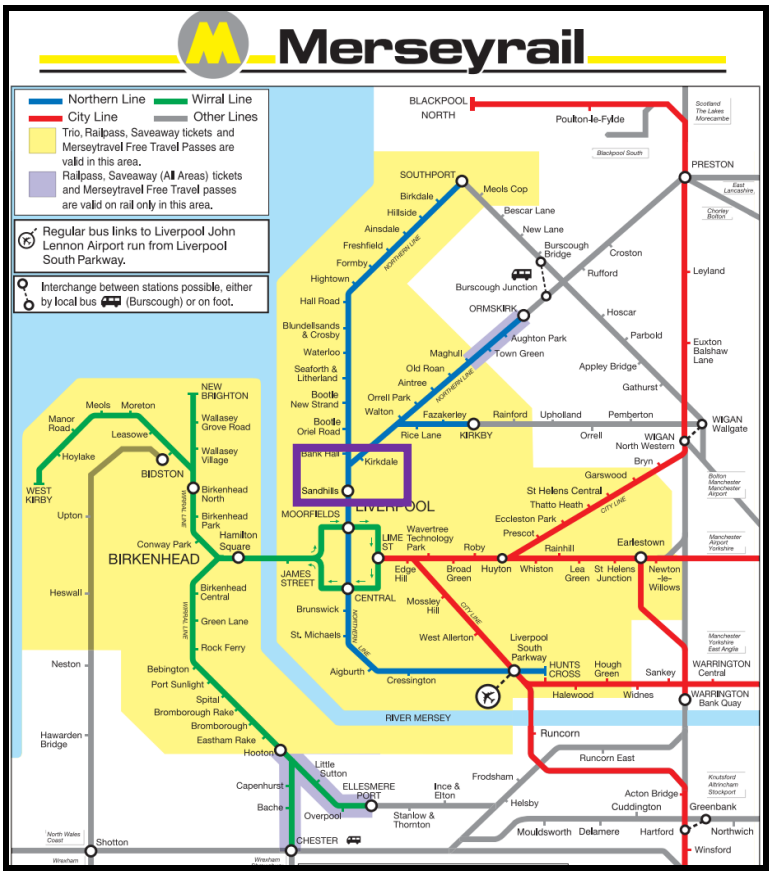
2A	2E	20	26	310	345
892	919	X3			

Wider and Local bus routes

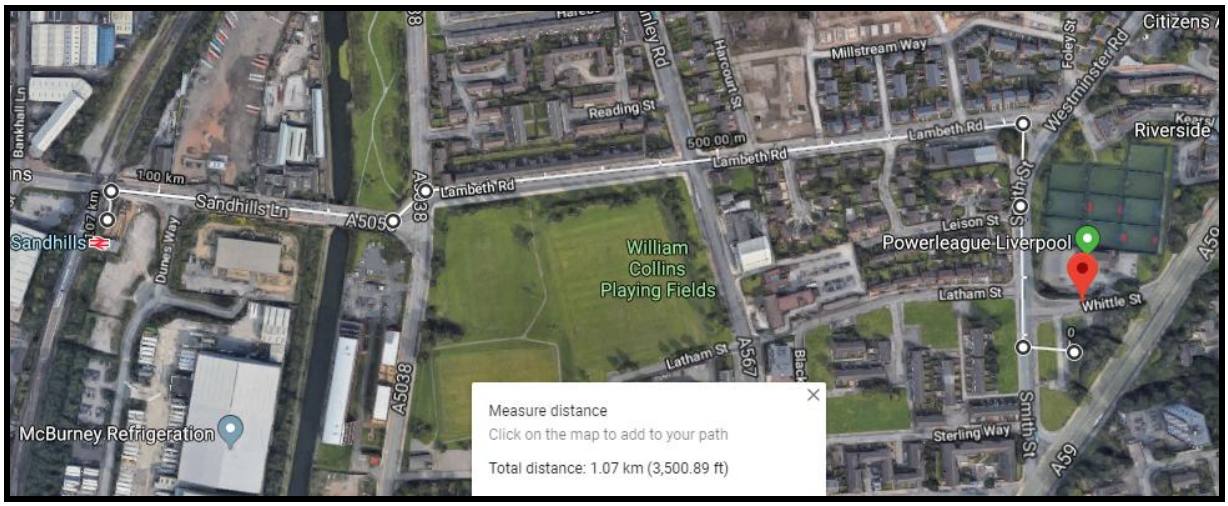


Rail network

The local rail station is well within the 5km cycle distance from policy and allows the site to access a wide catchment area. Park and ride or kiss and ride can be used along with cycle and ride usage.



Rail network



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

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

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**
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
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
				Total (B)	
Summary	Box A: Minimum Standard (from Table 3.1)		2	**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
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
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)	3	**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	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	
	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	No 0
	• 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:		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)	3	
		3	

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

6. THE DEVELOPMENT PROPOSALS AND LAYOUT

Development Proposals

The proposed development comprises 177 apartments, ancillary gym and shared lobby, 88 cycle spaces, 6 motorcycle spaces and 121 car spaces. There is a 321 sqm commercial unit expected to be a local coffee shop or split for store etc to serve the local area. Full details in architects drawings.

Basement and Site Layout

Servicing strategy

The larger deliveries are accommodated using the lay bys for a large refuse vehicle on Whittle Street.

Smaller vans/deliveries can be accommodated internally.

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.

Liverpool Unitary Development Plan 2006-2016

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.

4.15 When dealing with residential parking, a request will be made for developers to make provision for a ratio of 0.70;1 parking spaces to dwellings.

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

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

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

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

Car parking policy is set out below:

Policy summary

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);

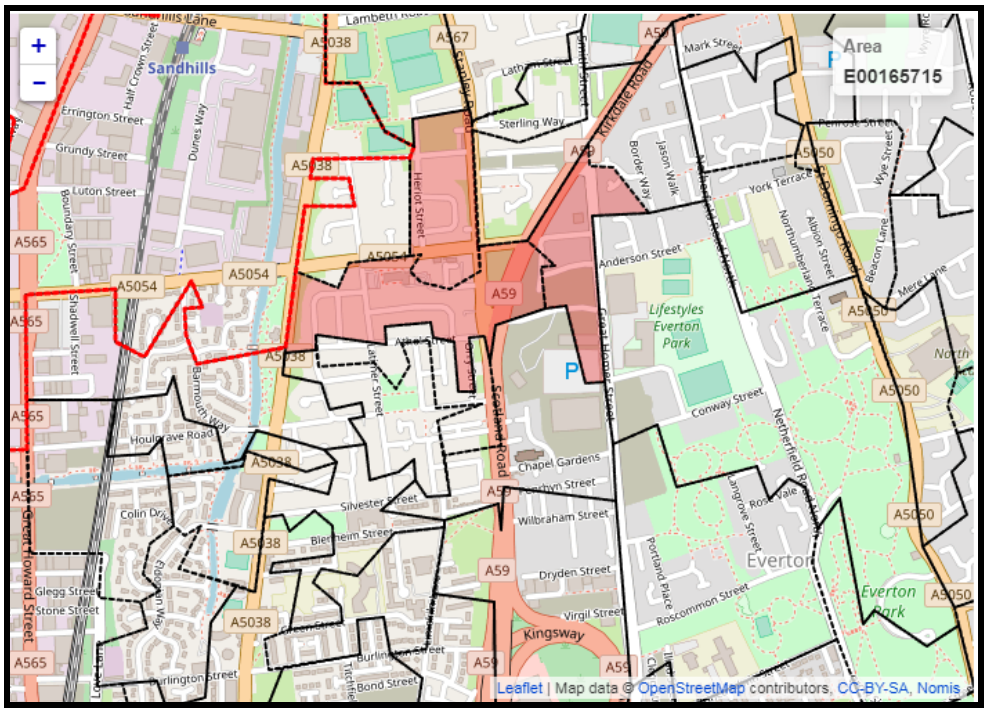
There is adequate off-street parking within 400m or potential for shared use of spaces (for example, in mixed-use developments).

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 1 space per flat would equate to a maximum demand of 177 car spaces.

The site offers 121 spaces in an unallocated format or 68%.

Census data shows the area has low car ownership reflective of its location and accessibility.



Car or Van Availability (QS416EW)			Liverpool		North West	
	E00034349; E00034356; E00034371		Metropolitan District		Region	
All Households	316	%	206515	%	3009549	%
No Cars or Vans in Household	232	73	95281	46	841667	28
1 Car or Van in Household	79	25	78775	38	1279984	43
2 Cars or Vans in Household	4	1	27031	13	707398	24
3 Cars or Vans in Household	0	0	4358	16	138371	20
4 or More Cars or Vans in Household	1	0	1070	1	42129	1

It also shows that the ownership does not mean car use at the same level.

Method of Travel to Work (QS701EW)			Liverpool		North West	
	E00034349, 356, 371		Metropolitan District		Region	
All Usual Residents Aged 16 to 74	167	%	196630	%	3228744	%
Work Mainly at or From Home	0	0.0	5258	2.7	144079	4.5
Underground, Metro, Light Rail, Tram	1	0.6	1102	0.6	20719	0.6
Train	3	1.8	9962	5.1	89429	2.8
Bus, Minibus or Coach	62	37.1	38601	19.6	267140	8.3
Taxi	4	2.4	2777	1.4	26302	0.8
Motorcycle, Scooter or Moped	0	0.0	794	0.4	19988	0.6
Driving a Car or Van	51	30.5	95678	48.7	2021199	62.6
Passenger in a Car or Van	12	7.2	11805	6.0	197661	6.1
Bicycle	0	0.0	4062	2.1	70557	2.2
On Foot	33	19.8	25208	12.8	351807	10.9
Other Method of Travel to Work	1	0.6	1383	0.7	19863	0.6

These indicate for a mode share of 19.8% walk, 0% cycle, 39.5% bus/train and 30.5% car, 7.2% by car share.

This shows that for a site of 177 units the parking demand locally would be 70 spaces, much reduced from the 177 from policy. The 121 spaces are based on a ratio of 1:0.68.

The accessibility of the area is a key factor in lower parking offer.

The District centre is an easy 15-20 minute walk, the Universities and other employment are in 5-15 minutes.

Walkers have clear routes with controlled crossings provided across major roads, some routes such as Kirkdale Road have already been upgraded as part of LCC investment programme.

Improved routes are provided alongside the scheme connecting to existing routes, crossings and bus stops.

Cycling routes are alongside the site with controlled crossing points of major routes, a significant part of the wider LCC area is accessible by cycle and will be enhanced by the city bike station offer.

Bus stops are adjacent to the site giving a high frequency access to major routes and connections.

The area is this considered to be well connected to the non car mode routes to enable a view to be taken of the need for offering parking which is likely to lead to cars parked but not used.

The census data shows 30.5% car use for the area, well below the policy target of spaces.

Trip rates and assessment

Reference has been made to the census data for the local area to ascertain the level of car use to provide an indicator of the need to provide car spaces to policy.

The area has lower car use, 30.5% use of cars in the peaks travel to work thus supporting lower trip movements locally.

The area has a higher walk mode reflecting the location.

Apartments are recognised as having lower trip levels associated with each unit.

The flows from the proposed uses have also been assessed and shown below with reference to other approvals as necessary for similar uses.

Recent approvals for residential development set out the following trip rates and thus the trips for the proposed development itself:

Development	Size Sqm GFA	Trip Rates				Corresponding Trips			
		AM Peak		PM Peak		AM Peak		PM Peak	
		Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
Flats	177	0.058	0.17	0.129	0.078	10	30	23	14
Total						40		37	

As shown above the analysis of the Proposed Development, including its size, development mix and proposed parking provision, has shown that the anticipated development traffic during operational phases is unlikely to have a significant effect on the operation of the junctions at the Site, and would not cause any significant increase in congestion. In addition, the proposals include measures to promote sustainable travel patterns and a significant percentage of journeys to and from the Site are assumed to be taken by modes of transport other than private car.

The proposal would therefore have little or no adverse impact on the local network.

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
- Provide lockers, access to changing/drying facilities and showers for staff

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.

Liverpool's cycle hire scheme "Citybike". Citybike is the largest public bicycle sharing scheme outside of London – with 160 bike stations in operation across Liverpool with a range of tariff options available,

including a student membership discount. More information, including a map of the existing live bike stations, can be found on the Citybike webpage: http://www.citybikeliverpool.co.uk/LandingPage.aspx

The proposed spaces are in the secure areas for residents and not have a minimum that said a total of 88 cycles spaces are provided. The census shows the use of cycles at less than 1% of the commute trips, the offer is 50% of policy.

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

7. SUMMARY

The scheme accords with local and national policy to site development adjacent to 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 over the current accepted mitigation.

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