

Report No. J938/TS  
June 2019

**PROPOSED RESIDENTIAL ACCOMMODATION AND MIXED USES  
LAND AT ORIEL STREET AND NAYLOR ST, LIVERPOOL  
PHASE 1 (SOUTH OF ORIEL STREET)**

**TRANSPORT STATEMENT**

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PHASE 1 (SOUTH OF ORIEL STREET)**

**TRANSPORT STATEMENT**

**CONTROLLED DOCUMENT**

<i>DTPC No:</i>		<b>J938/TS</b>	
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# PROPOSED RESIDENTIAL ACCOMMODATION AND MIXED USES LAND AT ORIEL STREET AND NAYLOR ST, LIVERPOOL PHASE 1 (SOUTH OF ORIEL STREET)

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## 1. INTRODUCTION

DTPC has been appointed by Roman Summer Planning on behalf of Smith Young Architecture Ltd to provide transport and highway advice for the traffic and transportation implications associated with the proposed residential accommodation led development Phase 1 Land at Oriel Street and Naylor Street, Liverpool.

The application relates to a site located in the urban area currently used for car repair/sales uses which will be redeveloped.

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

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

The TS discusses the following issues:

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

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

## 2. NATIONAL AND LOCAL POLICY GUIDANCE

### National Policy

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

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

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

### 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

The NPPF 2019 has replaced the previous 2012/18 version and sets out the policy framework for sustainable development and supersedes the previous advice.

## 9 Promoting sustainable transport

102. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and e) patterns of movement, streets, parking and other

transport considerations are integral to the design of schemes, and contribute to making high quality places.

103. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

104. Planning policies should:

- a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;
- b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;
- c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;
- d) provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);
- e) provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and
- f) recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government's General Aviation Strategy.

105. If setting local parking standards for residential and non-residential development, policies should take into account:

- a) the accessibility of the development;
- b) the type, mix and use of development;
- c) the availability of and opportunities for public transport; and
- d) local car ownership levels; and e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

106. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

107. Planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations

that lack proper facilities or could cause a nuisance. Proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use. Considering development proposals

### **Considering development proposals**

108. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users; and
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

109. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

110. Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; and
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

111. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

### **Core Strategy**

The authority has adopted the strategy, the following abstracts are provided for those that relate to transport matters.



## Strategic Policy 1

### Sustainable Development Principles

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

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

The site reuses brownfield land in the urban area.

## Strategic Policy 4

### Economic Development in the City Centre

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

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

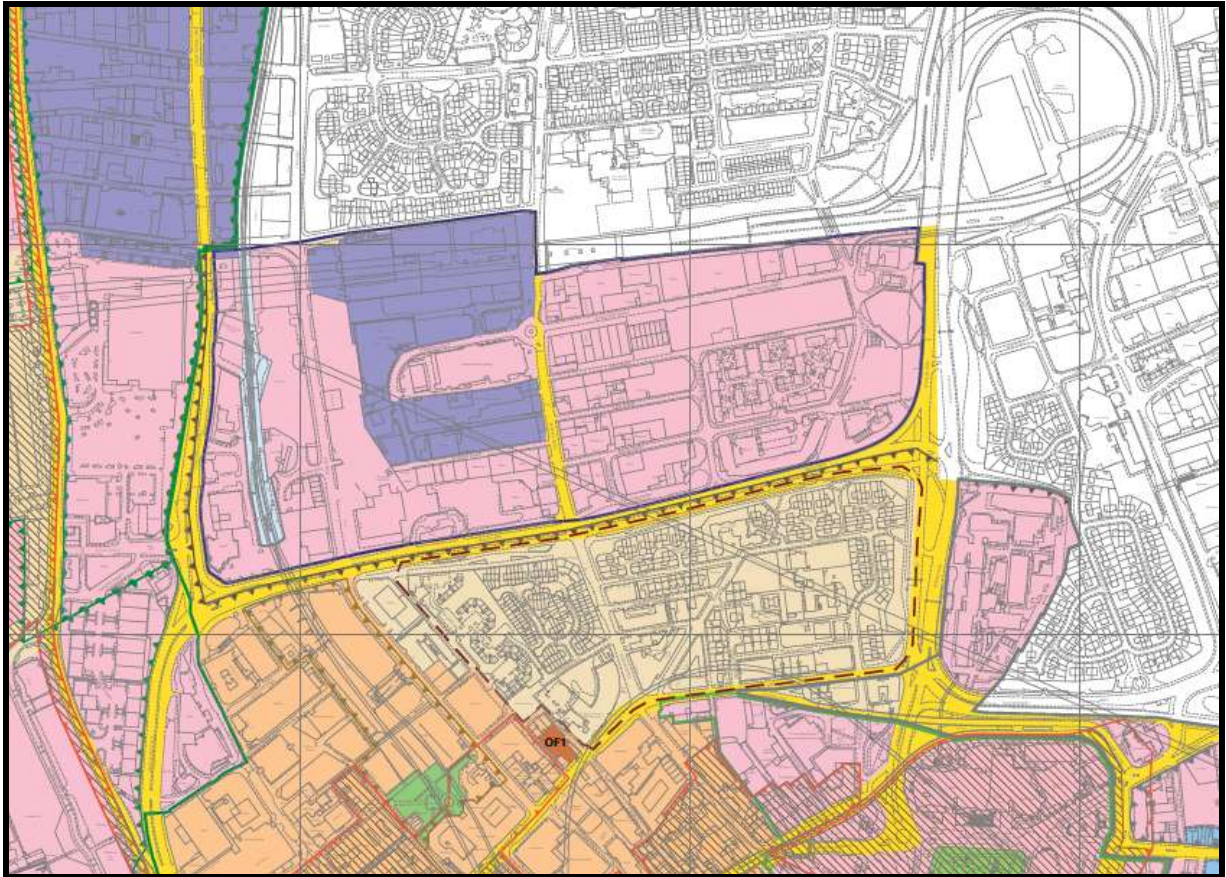
## Strategic Policy 34

### Improving Accessibility and Managing Demand for Travel

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

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

The local area forms part of the newly defined city centre area.



## STP2. Sustainable Growth Principles and Managing Environmental Impacts

1. New development should seek to avoid negative impacts on the environment through adoption of best practice. Where a negative effect is identified this should be mitigated by appropriate measures. Specifically, to ensure the sustainable growth of the City, new development should:
  - a. As a first priority, be located on previously developed land and/or re-use an existing building, seek to use secondary materials such as recycled aggregates and where appropriate aim to secure the remediation of contaminated sites;
  - b. Make a positive contribution to the delivery of sustainable communities including through the promotion of social inclusion and equal opportunities in the communities in and around the area where the development is taking place;
  - c. Ensure no adverse impact on the operation of existing businesses in the area within which the proposed development is located;
  - d. Make positive improvements to health and well-being across the City;
  - e. Protect and enhance the City's green infrastructure network, including areas/sites/species of ecological importance and make a positive contribution to the establishment of the "green web"/green corridors;



- f. Contribute to ensuring a net gain in biodiversity in the City including, where relevant, contributing to the recovery of priority species and habitats;
- g. Conserve and enhance the City's heritage assets including reflecting, protecting, and enhancing the area's historic character and environment;
- h. Be located where it is already accessible by sustainable transport or where it could easily be made accessible by sustainable transport including walking, cycling, public transport and electric vehicles and vehicle charging;
- i. Deliver high quality contextual design which helps to reinforce the distinct character and identity of the various parts of the City; and results in the efficient use of resources generally including materials, water and energy; reduces carbon emissions and thus contributes to achieving zero carbon buildings; promotes opportunities for physical activity; and minimises waste, light and noise pollution;
- j. Be well adapted to the effects of climate change including incorporating appropriate climate change adaption measures and meeting the highest feasible environmental standards during construction and occupation;
- k. Avoid areas at risk of flooding and demonstrate it will not exacerbate potential sources of flood risk;
- l. Improve and protect water and groundwater quality, including the River Mersey, Leeds & Liverpool Canal, and other inland rivers and watercourses, and where appropriate and feasible the opening up of watercourses to assist in flood risk management;
- m. Minimise adverse impacts on, and include measures to improve air quality within the City; and
- n. Be adequately supported by infrastructure, including water treatment infrastructure, and contribute to the provision of infrastructure identified as necessary to support the development proposal in accordance with STP5.

The site accords with h) fully.

#### **STP4. Presumption in Favour of Sustainable Development**

1. The Local Plan as a whole has a presumption in favour of sustainable development. Planning applications that accord with this Local Plan (and where relevant Neighbourhood Plans) will be approved unless material considerations indicate otherwise.
2. Where the Local Plan does not contain policies relevant to the proposed development or relevant policies are out of date at the time of making the decision, the City Council will grant planning permission unless:
  - a. Material considerations indicate otherwise
  - b. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the National Planning Policy Framework taken as a whole, or
  - c. Specific policies in the NPPF indicate development should be restricted.

It is considered that the site complies with NPPF from a transportation point of view.



### **Policy TP1 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.
3. Development proposals should not compromise existing transport infrastructure or schemes programmed in "A Transport Plan for Growth", "The Local Cycling and Walking Infrastructure Plan", "The Liverpool City Region Local Journeys Strategy" and actions that are planned. These include:
  - a. Improving access to Liverpool John Lennon Airport, including support for measures to maintain and increase the proportion of passengers arriving and departing the airport by public transport.
  - b. Improving access to the Ports of Liverpool and Garston, including through rail freight access and encouraging the retention and/or expansion of rail freight from the Port of Garston/Freightliner location and Ford's Speke Freight Terminal.
  - c. Increasing the network of, and protecting and enhancing, safe cycling and walking routes, based on programmes in the LTP's Active Travel Strategy and the longer term plan to complete the comprehensive Liverpool City Region Cycle Network.
  - d. Alignments of Waterloo Tunnel and Wapping Tunnel between Edge Hill and their junction with the Northern Line.
  - e. Improvements in the City Centre (e.g. rail capacity improvements).
  - f. Strategic road schemes identified in statutory transport policy documents.
  - g. Facilities for park and ride.
  - h. Protecting routes where necessary and support improvement of facilities that support the use of public transport
  - i. Proposals which will maintain, improve or develop cross river services;
  - j. Proposals which will maintain, improve or develop the Isle of Man ferry services;
  - k. Proposals which will maintain, improve or develop the Liverpool Cruise Terminal;
  - l. Initiatives designed to provide car and cycling facilities at rail stations by protecting land where necessary;
  - m. The safeguarding of space around the Mersey Tunnels for future capacity enhancements, where there is evidence that a new transport use will be brought forward.
4. All developments should address the accessibility of pedestrians and cyclists, as well as public transport users and other users of the transport and movement networks within the City and make a positive contribution to the connection between different transport modes, the reduction and mitigation of climate change and road safety issues.
5. The City Council will support and facilitate proposals involving the construction or upgrading of passenger bus, ferry and rail facilities and those which will improve the efficiency of the movement of freight transport to, through and across the City.
6. The City Council will support the provision of a designated Coach Parking facility in the City Centre.

The site has fully complied with the need to support non car modes in para 4.



## **Policy TP2 Transport Assessments**

1. Development proposals should be accompanied by a Transport Statement or Transport Assessment.

2. In order to ensure that free and safe movement is not compromised consideration will be given to the effect on safety, congestion and the environment when dealing with development proposals that involve:

- a. new or altered access to the transport network; or
- b. improvement work to the transport network; or
- c. the creation of new transport infrastructure; or,
- d. the generation of additional trips on the transport network.

3. Development proposals will only be permitted where:

- a. Accesses, junctions and new road layouts would be safe and operate efficiently;
- b. The development would not have a material detrimental impact on the functioning of the transport network;
- c. The proposal would not be detrimental to the safety of all users of the transport network, and in particular pedestrians and cyclists;
- d. The proposal makes provision for walking, cycling and the use of public transport;
- e. The proposal would not generate regular movement of heavy goods vehicles (HGVs) on unsuitable roads, or on roads without easy access to Liverpool City Region's Freight Route Network; and
- f. Vehicle and cycle parking, turning and servicing appropriate to the scale and nature of the development is provided.

This report takes on board the need to fully assess the site and its impacts on the local network.

## **Policy TP5 Cycling**

Proposals for new development should:

- a. Demonstrate that they will have a positive impact on the cycling network and its users;
- b. Be designed to encourage cycling;
- c. Provide appropriate cycle access and sufficient, secure cycle parking facilities in accordance with the City Council's current standards;
- d. Demonstrate best practice in design for cyclists and ensure that the layout is fully accessible for cyclists, and encourages and facilitates cycle usage;
- e. Undertake a cycle audit process to ensure that local roads are safe, attractive and comfortable for all cyclists; and
- f. Provide evidence that it supports the vision and objectives of the City Council's cycling strategy, the Liverpool City Region Transport Strategy for Growth, the Local Cycling and Walking Infrastructure Plan and the Liverpool City Region Local Journeys Strategy.

The area has low flows and is well served with connecting cycle routes and crossings, parking for residents and visitors are accommodated in the design.

### **Policy TP6 Walking and Pedestrians**

All new development proposals should:

- a. Demonstrate that it will have a positive impact on the pedestrian network and its users;
- b. Be designed to encourage walking;
- c. Provide appropriate pedestrian access in accordance with the City Council's current standards;
- d. Demonstrate best practice in design for pedestrians and ensure that the layout is fully accessible for pedestrians, and encourages and facilitates walking;
- e. Undertake a pedestrian audit process to ensure that local roads are safe, attractive and comfortable for all pedestrians; and
- f. Provide evidence that it supports the vision and objectives of the Liverpool City Region Transport Strategy for Growth and Local Cycling and Walking Infrastructure Plan.

The site provides improved pedestrian surfacing and new connections across the site

### **Policy TP8 Car Parking and Servicing**

1. All new developments, including changes of use, which generate a demand for car parking or servicing will be required to make provision to meet such demand on site, appropriate to the scale and nature of the development, in accordance with the City Council's standards.
2. Proposals for residential and non-residential development will be required to meet the Council's parking standards and should incorporate a reasonable percentage of spaces with charging points available at the time the site is first occupied together with provision for additional points over time.
3. Car parking for the disabled, including in the City Centre, should be provided in accordance with the Council's standards.
4. Car Parking should be considered as an integral part of the overall design of the scheme. Development proposals should consider the following key principles in the design to address car parking issues:
  - a. Ensure car parking is usable, safe and secure.
  - b. Avoid car parking dominating the street-scene.
  - c. Use discreet and innovative solutions for car parking.
  - d. Ensure parked cars are unobtrusive.
  - e. Set car parking behind the front of the dwellings where possible.
  - f. not impede cycling infrastructure
5. For Residential developments:
  - a. designated parking locations must be convenient for residents;
  - b. communal parking areas must be safe and attractive, use appropriate materials, lighting and landscaping features and include sufficient levels of overlooking, be small enough to retain a courtyard feel, and incorporate convenient pedestrian linkages to properties;



- c. streets should be wide enough to accommodate the likely levels and positions of on-street parking; and
  - d. Dwellings with on-plot parking, should provide an external charging point, sufficient to enable over-night charging. For developments with communal parking areas, such as apartments, a proportion of the un-allocated parking spaces should have the capacity to easily retrofit a recharge point for communal use.
6. All development proposals should ensure that emergency and refuse vehicles are not impeded by car parking.
  7. Within commercial, industrial and non-residential developments adequate provision should be made for parking, servicing and loading without having a impact on the operational effectiveness of development and safe movement of people, vehicles and goods. Proposals should also provide a minimum of 5% of all parking spaces in the development with an electric charging point. Other spaces should also have the capacity to easily retrofit a recharge point for communal use.

The design takes on board the policy and the location allows a reduced parking offer.

### **Policy TP9 Public Transport**

1. Public transport should be considered in the design of all development and it should be clear how the issue of ensuring public transport usage as a realistic alternative to private car trips has been addressed where it is material to do so.
2. Where a development proposal includes an internal highway circulation system for vehicles the design should ensure that it can accommodate bus access.
3. Where a development proposal would require the introduction of new public transport infrastructure, including the creation of a new bus service, or the extension of an existing service, then the development should provide suitable financial support for the construction or implementation of appropriate facilities including bringing all properties within 400m of the bus network;
4. All 'Major' developments should create good access to the local bus network. This should include the provision of adequate bus infrastructure. Where this is not upon a new highway layout created by the development, then the development should introduce new infrastructure, or enhance existing infrastructure, at appropriate locations on the current public transport network, if this is required to create good access arrangements.
5. Access to rail services should be facilitated for occupiers of all 'Major' development sites. Design and Access Statements should address how the proposed development relates to and improves access to rail services and networks in terms of:
  - Walking distance and walking routes to stations
  - Cycling distance and cycling routes to stations
  - Convenience of bus access to stations
  - Principal destinations served from the rail stations (covering those destinations with frequent trains and then other appropriate destinations where a change of train may be required)
  - Details of the service frequencies, hours of operation and principal destinations compared with the opening hours and demands of the development during the day, and
  - Whether the station offers attractive waiting facilities, adequate shelter, perceived social safety and facilities for ease of access for all.

The site is in an easy walk to local stops as required.

## Summary

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

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

Furthermore there are:

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

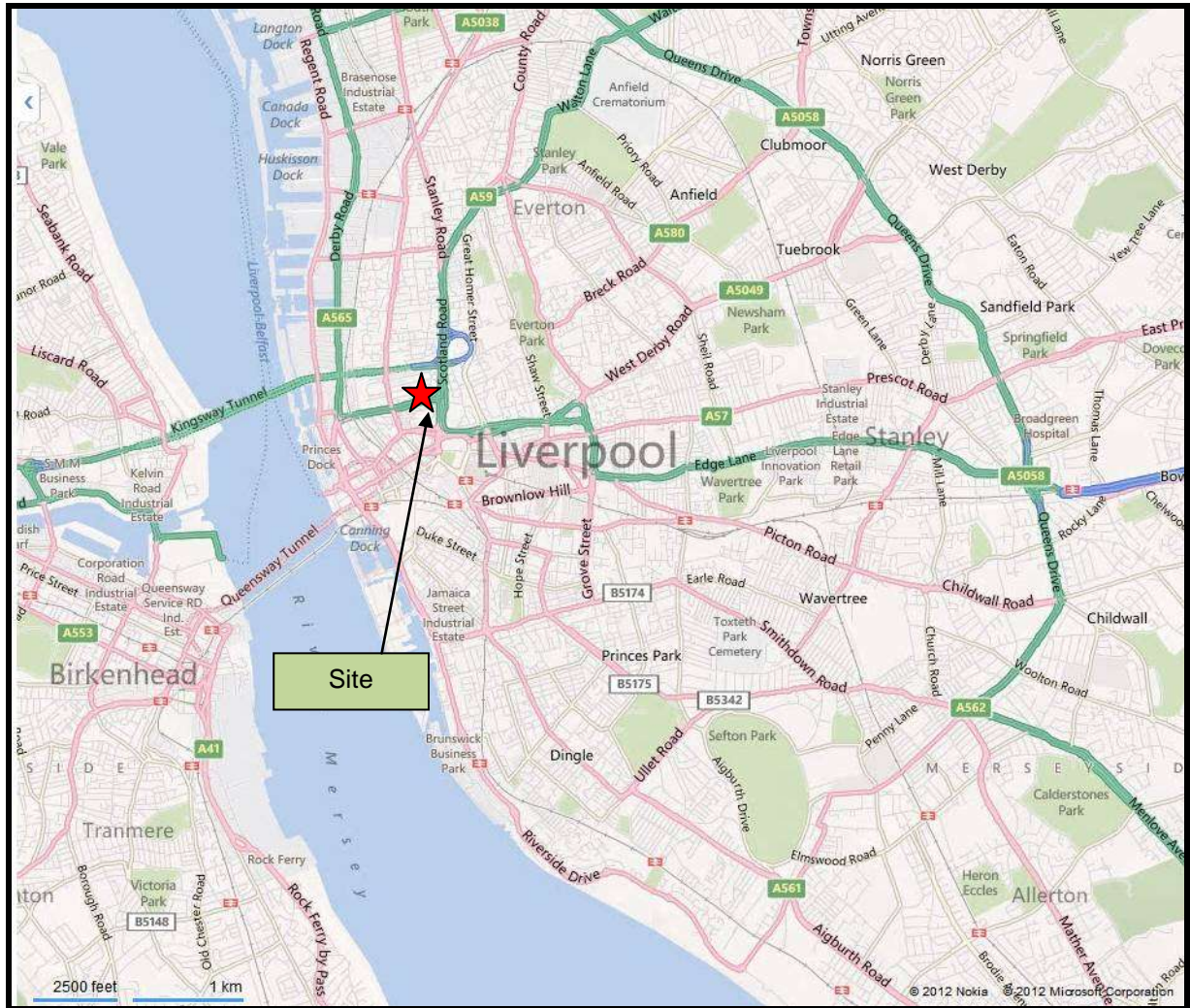


### 3. SITE DESCRIPTION

#### Site location context

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

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

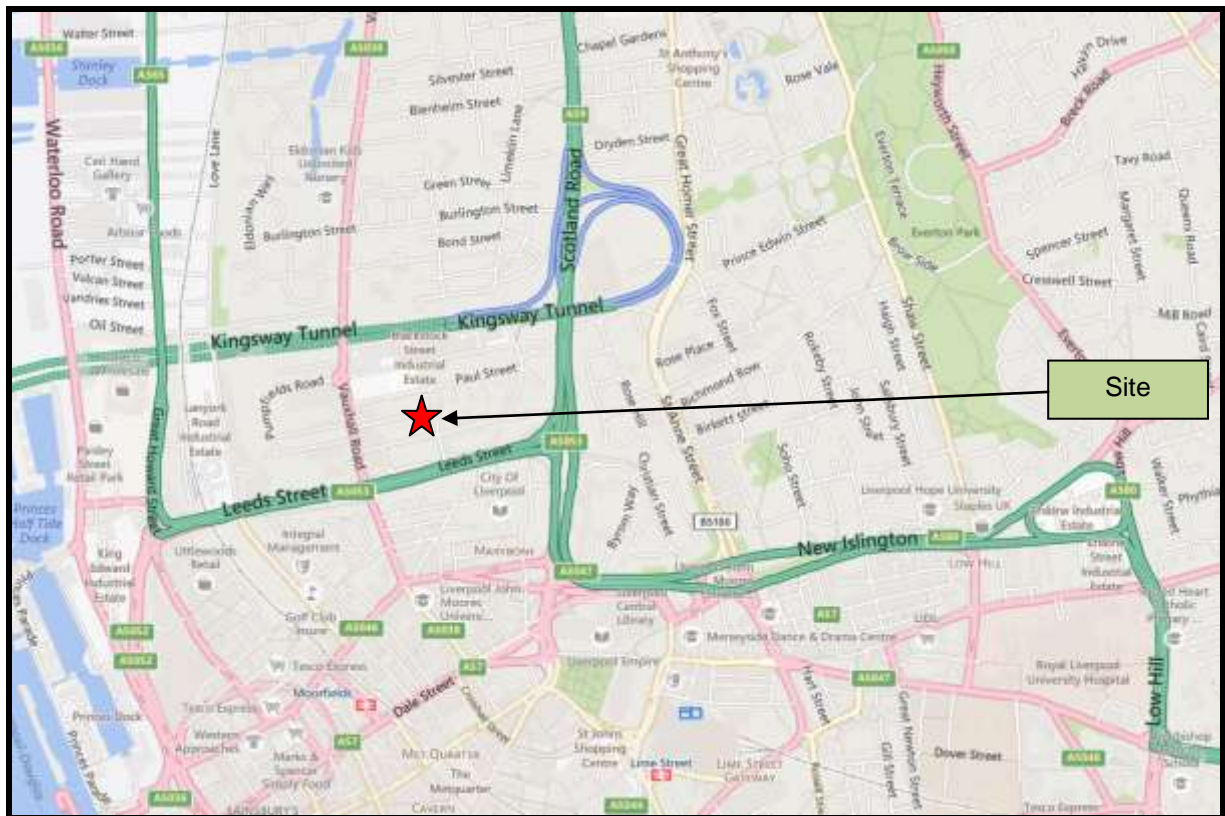


#### Site location plan in relation to neighbouring settlements and locally overleaf

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

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





**Local area setting and the site.**

The site is to the west of the University offer to the NE/E of the city. All a within an easy walk of the site which also has a number of existing student/residential blocks around the site.



### Local Highway Provision

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

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



To the east of the proposed site Byrom Street runs in a north south alignment and forms two arms of the major four arm signalised junction with Great Crosshall Street and Hunter Street. The road is of dual carriageway standard in both directions, with pedestrian crossing facilities including tactile paving provided on the northern arms of the signalised junction.

To the north Byrom Street links with the A59 Scotland Road and provides access to the strategic route network including the M6 (North), St Helens, Widnes, Liverpool Airport and the Wallasey Tunnel. To the south Byrom Street provides direct access to Liverpool City Centre with its associated retail and commercial areas.

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

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

To the west Freemasons Row runs from Vauxhall Street in an easterly direction along the southerly edge of the site. This terminates in a large circular turning area.

Gladstone Street runs along the westerly edge of the site.

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





**Route leads from Leeds Street to City centre via Fontenoy Street**



**Naylor Street looking west and east at the Gladstone Street junction**



**Left and right at the St Bartholomew Road junction with Naylor Street**



**West and east along Naylor Street at the junction with St Bartholomew Road**



**Oriel Street west and east mid way along route**

### **Accident review**

The Freemasons site adjacent to the application site TS by DTPC undertook a safety review of the same area this has been checked against the Crashmap site and the records found to be the same.

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

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

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

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

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

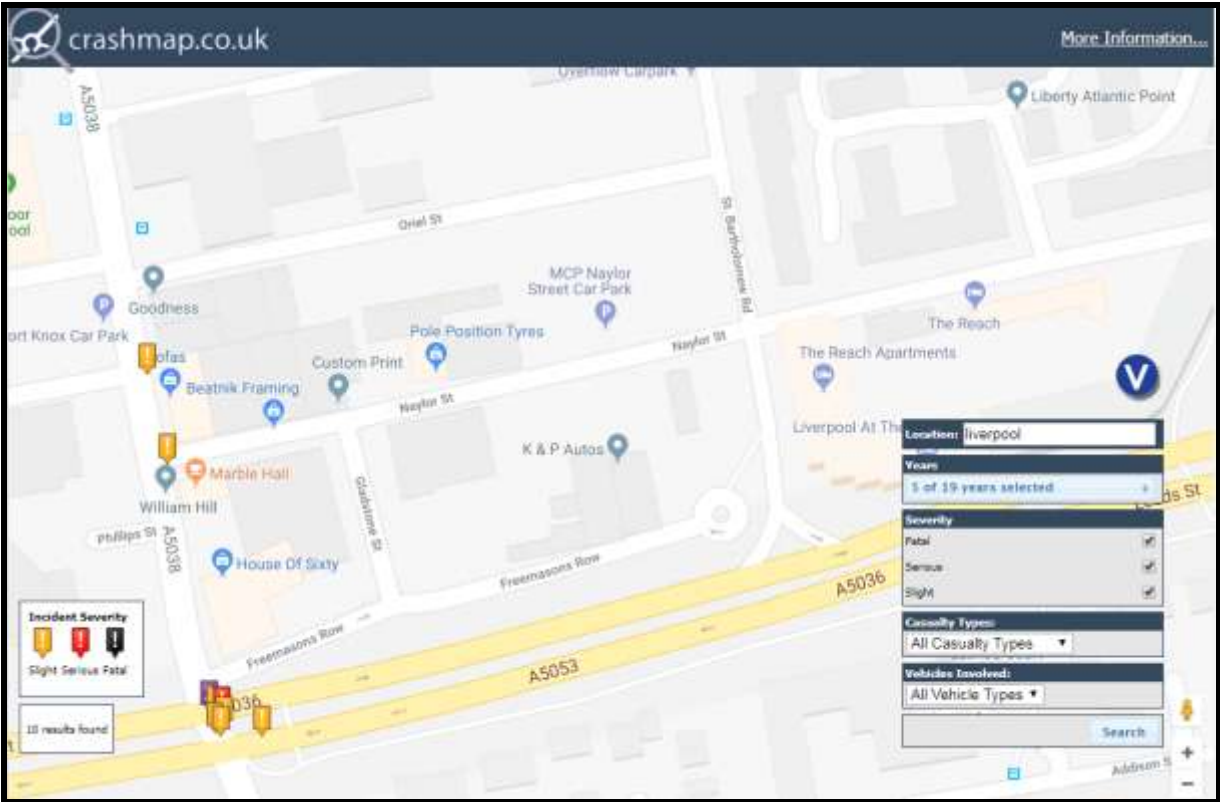
There have been 10 accidents recorded in the local area as shown overleaf 8 of which were slight and one serious in nature. 8 of the accidents occurred at the Leeds Street signalised junction and 1 at the Naylor St/Vauxhall Road junction in 2016, the 2017 event occurred at the Gascoyne Street junction.

All were 2 vehicle accidents, no pedestrians or cycle users were involved.

1 accident was recorded per year in the last 5 years except 2014 where 4 records are noted, in 2014 the junction was improved with roadwork's taking place which could account for the increase in accidents.

The area is well used and such levels would not seem excessive in nature, for a major junction.

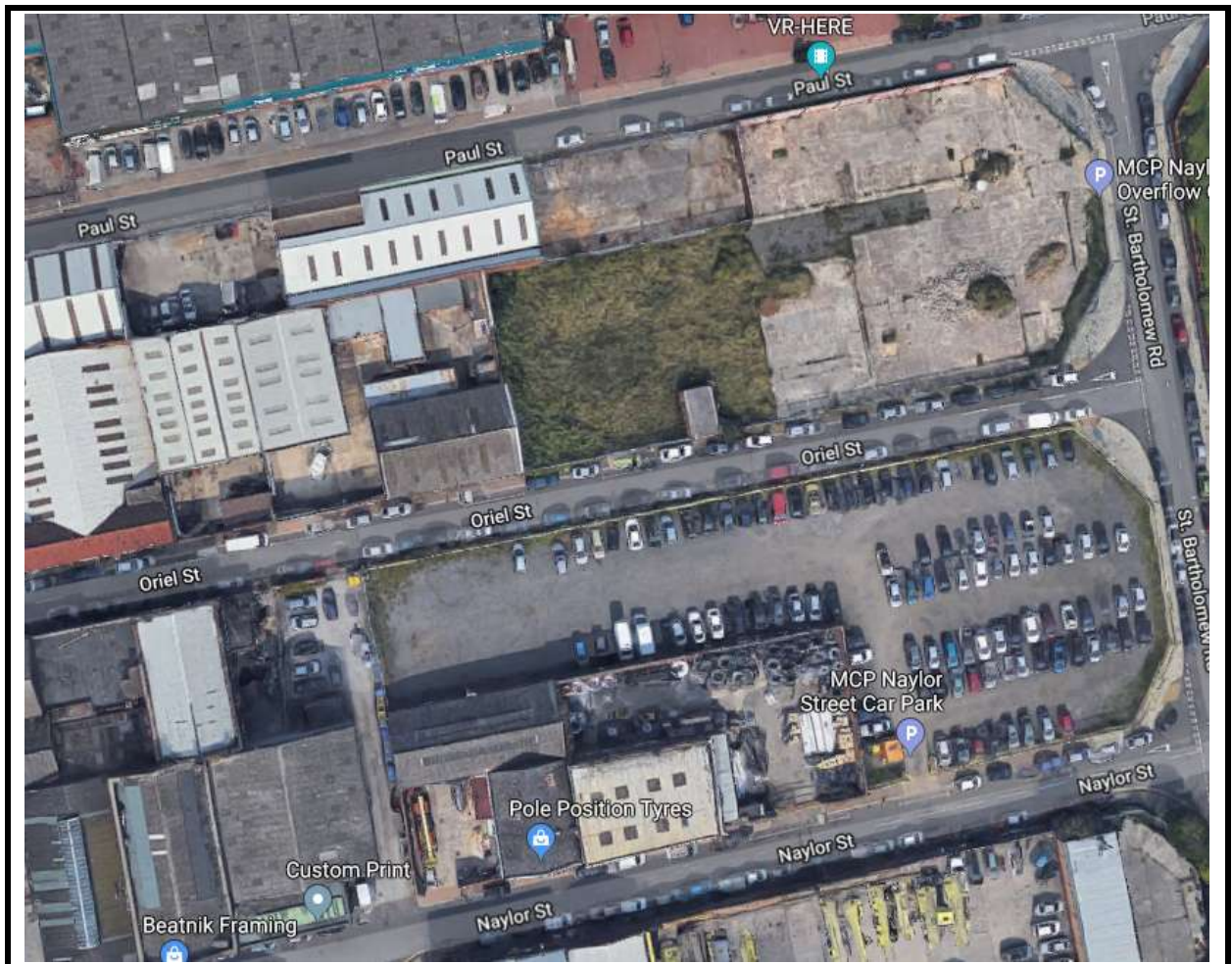
Whilst any accident is regrettable incidents of this nature the analysis of accident records has not identified any patterns would not indicate a safety issue arising from the operation of the network at the site access area which requires more detailed consideration as part of this TS .



**Existing uses**

The site has been cleared for some time and is used on a temporary approved basis for car parking of upwards of 218 vehicles.





This use generates trips on the network for long and short stay parking which constitutes a fall back of trips on the network.

### 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 some recorded events but not at a level where safety issues would arise requiring intervention.

The area has a fallback for uses and trips on the network.

#### 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 local area and edge of the city area has a wide range of facilities on offer.

Facility	Name	Distance from Site
Open Space	William Collins Playing Fields	1.8km
School/Nursery	The Trinity Catholic Primary School	550m
	Liverpool Community College, Vauxhall Road	170m
	Holy Cross Catholic Primary School	400m
	Kidsunlimited Day Nursery	650m
Leisure	Ark Health Club	700m
	CrossFit Liverpool	850m
Food Retail	Bargain Booze Convenience Store	250m
	Tesco Express, Dale Street	750m
Post Office	Liverpool Post Office	1.2km
Bank	Yorkshire Bank	700m
	RBS Bank	850m
Health	Boots Pharmacy	260m
	Marybone Health Centre	280m

##### Walking and cycling

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

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



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

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

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

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

For the key urban areas a 400m desirable 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 on Vauxhall Road.



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

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

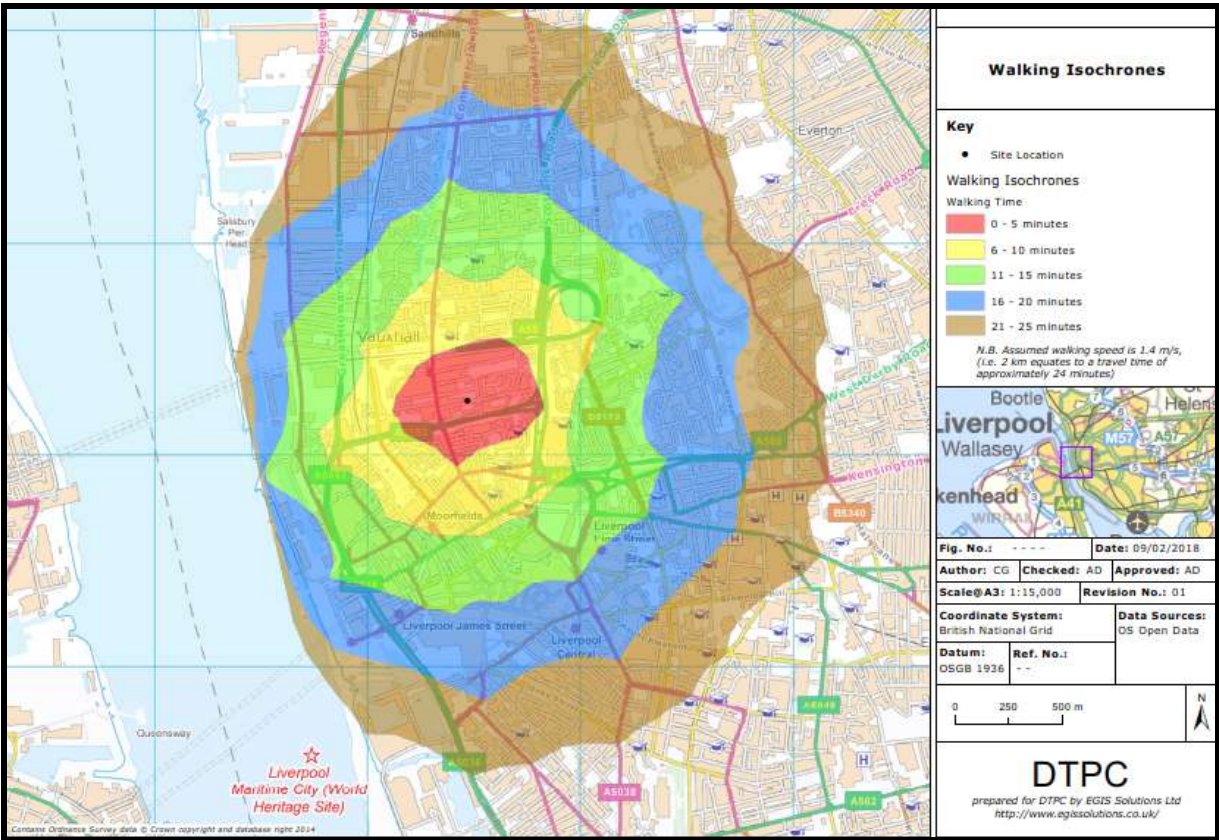
This is supported by the now superseded PPG 13 and the National Travel Survey which suggests that most walking distances are within 1.6km thus accepted guidance states that walking is the most important mode of travel at the local level supporting the above statement.

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

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

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

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



**Walk Catchments**

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

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

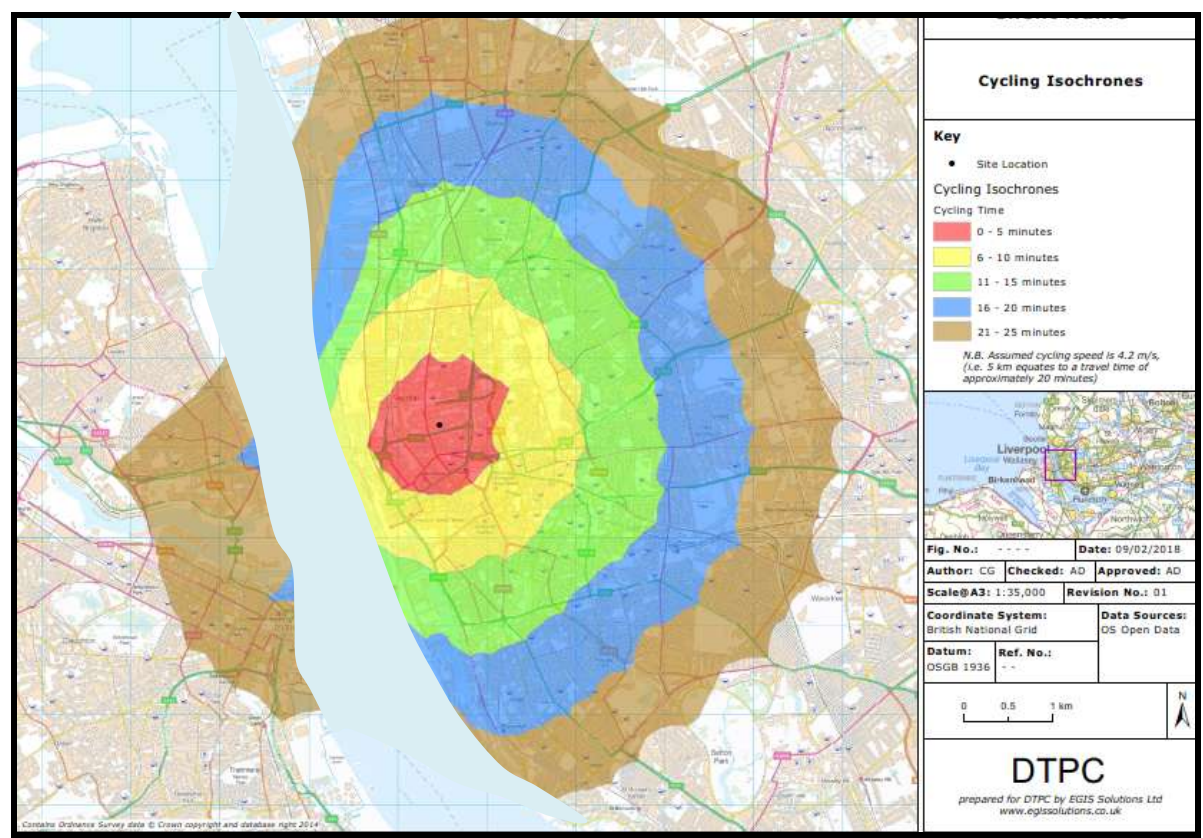
Historic Guidance and perceived good practice suggests: “Cycling also has potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport” The CIHT guidance ‘Cycle Friendly Infrastructure’ (2004) states that: “Most journeys are short.

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



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

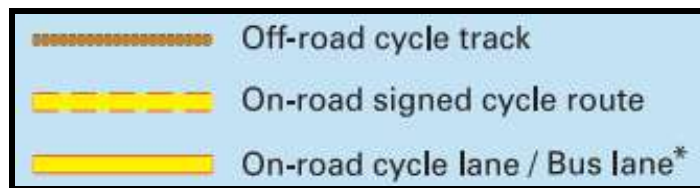
The brown area indicates the 5 km distance. It incorporates a substantial part of the adjacent urban areas, which means the development site is well linked to the wider area.



Cycle Catchments and local network below



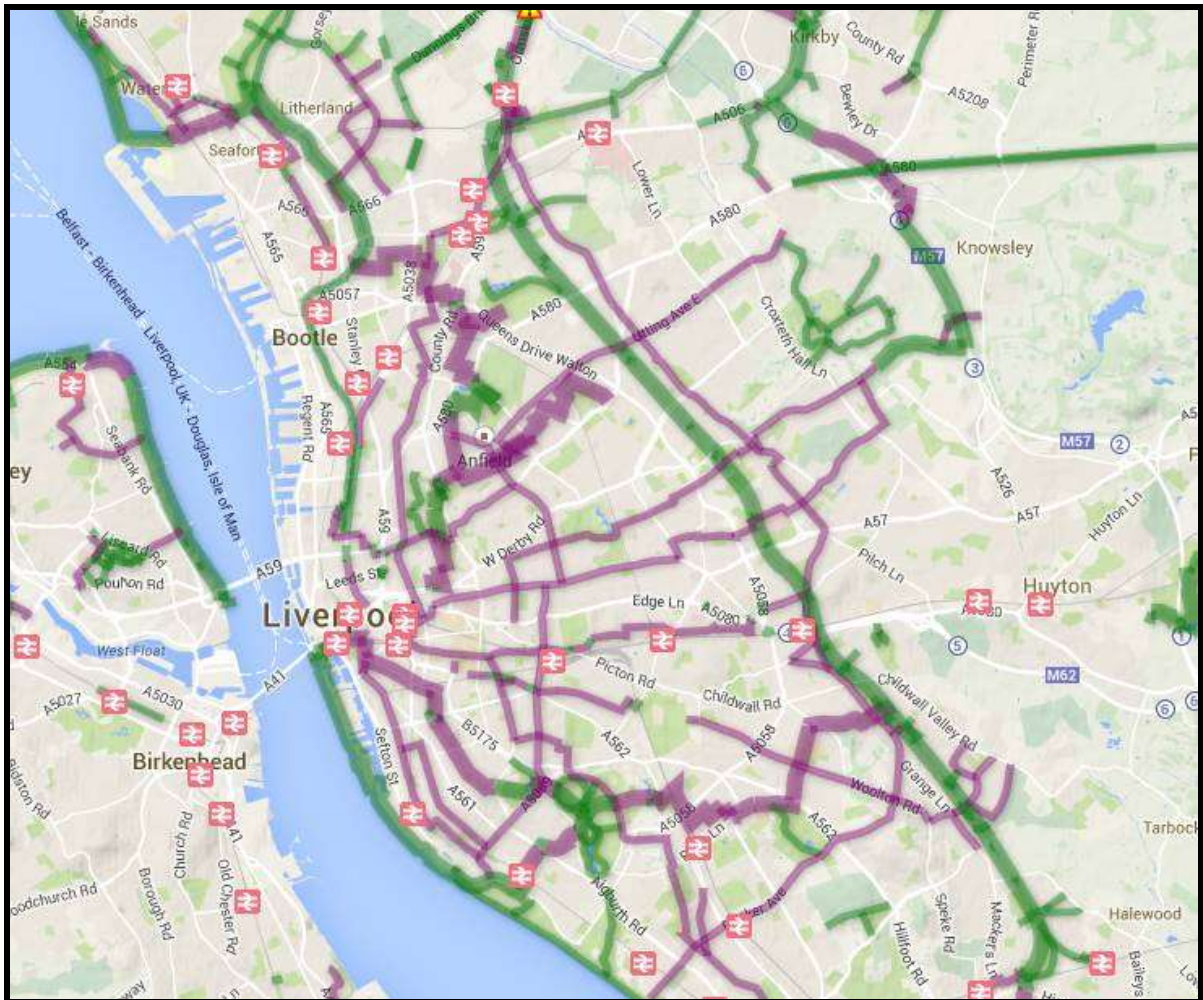




Route 810 lies around 1000m from the site connecting it to the wider network, local signage below.







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



**St Bartholomew Rd/Leeds St City Bike provision**

The Liverpool Cycle map is available online:

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

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

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

Therefore, there are a variety of leisure, employment and amenity attractions within the cycle catchment area that can access the site. In conclusion, the proposed application site can be considered as being served by the cycle network and is therefore accessible by cycle.

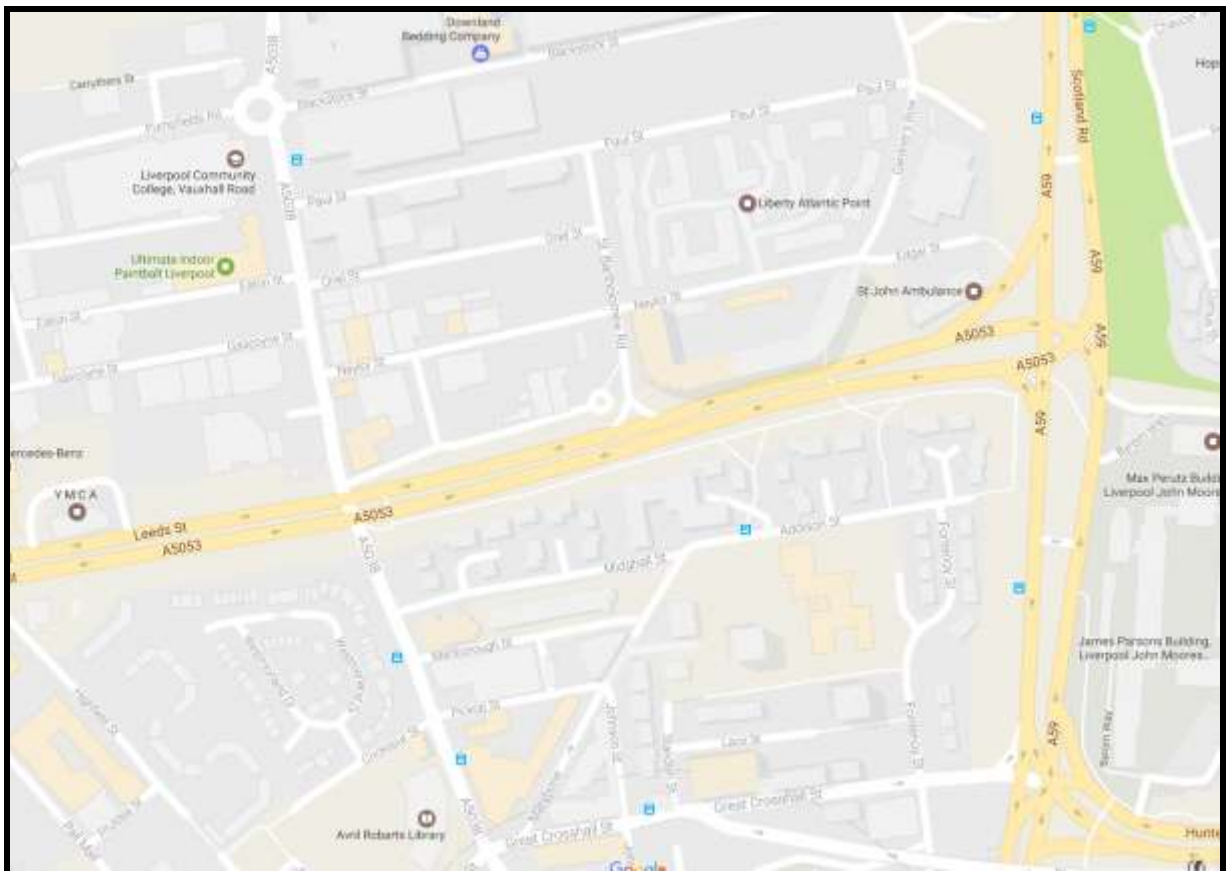
## Public Transport

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

The CIHT 'Guidelines for Planning for Public Transport in Developments' (March 1999) set out that, in considering public transport provision for development, three questions need to be addressed: "What is the existing situation with respect to public transport provision in and around the development?"

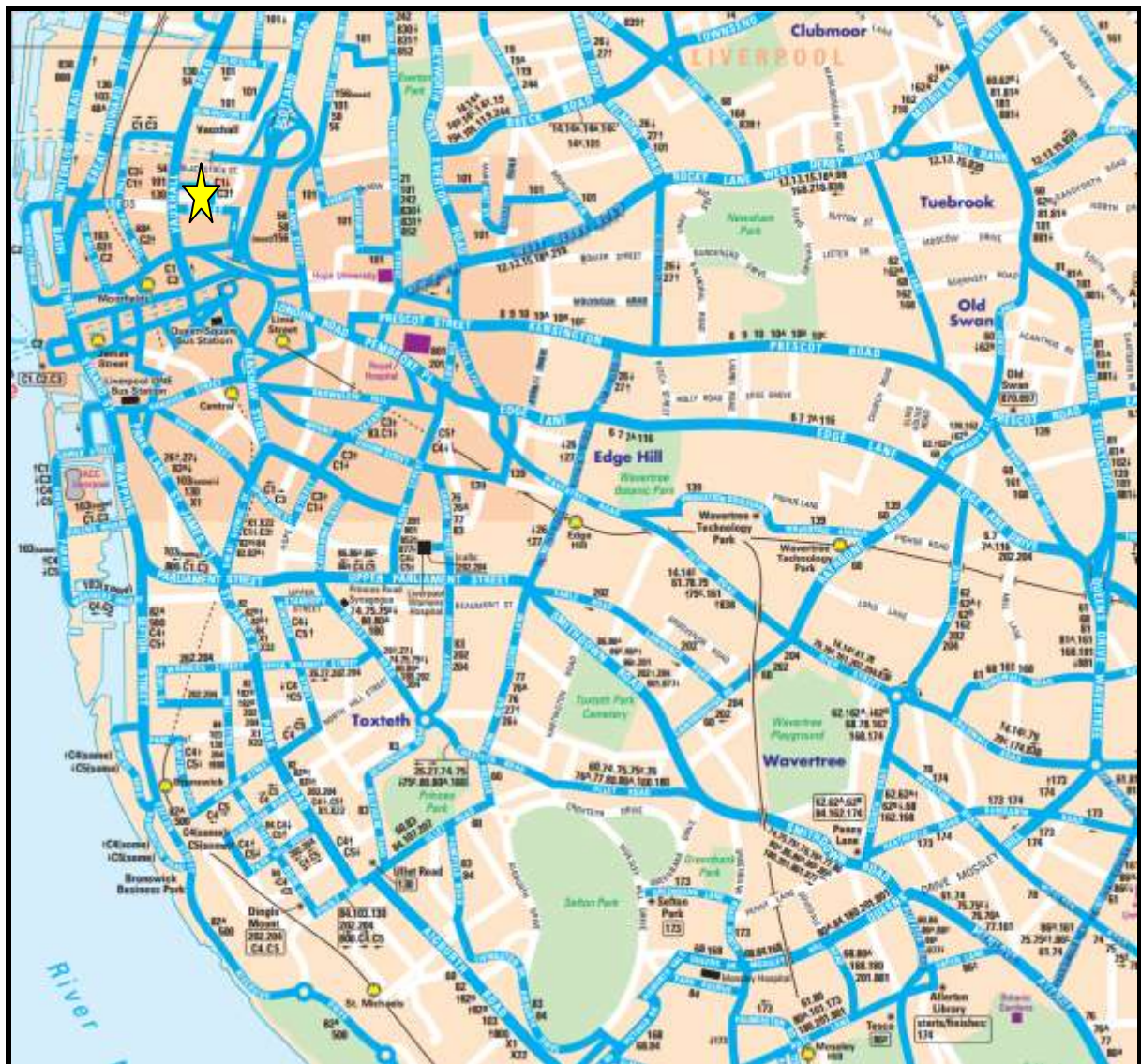
What transport provision is required to ensure that the proposed development meets national and local transport policy objectives? Are the transport features of the development consistent with the transport policy objectives, and if not, can they be changed to enable the policy objectives to be achieved?" (para 4.18).

As shown in the walking section the development site is located well within 400 metres from the nearest bus stops. The bus stops closest to the site are along Vauxhall Street, as shown by the photo below.





Service Number	Bus Stop Locations		Route	Average Frequency (mins)
	A5038 Vauxhall Road	Midghall Street		
101			Princes Parade – Royal Liverpool Hospital via Vauxhall, Queen Square Bus Station and Everton	30mins
54			Liverpool – Thornton via Kirkdale, Bootle and Crosby	30mins
30 / 30a			Maghull – Liverpool – Dingle via Netherton, Walton, and Vauxhall	30mins



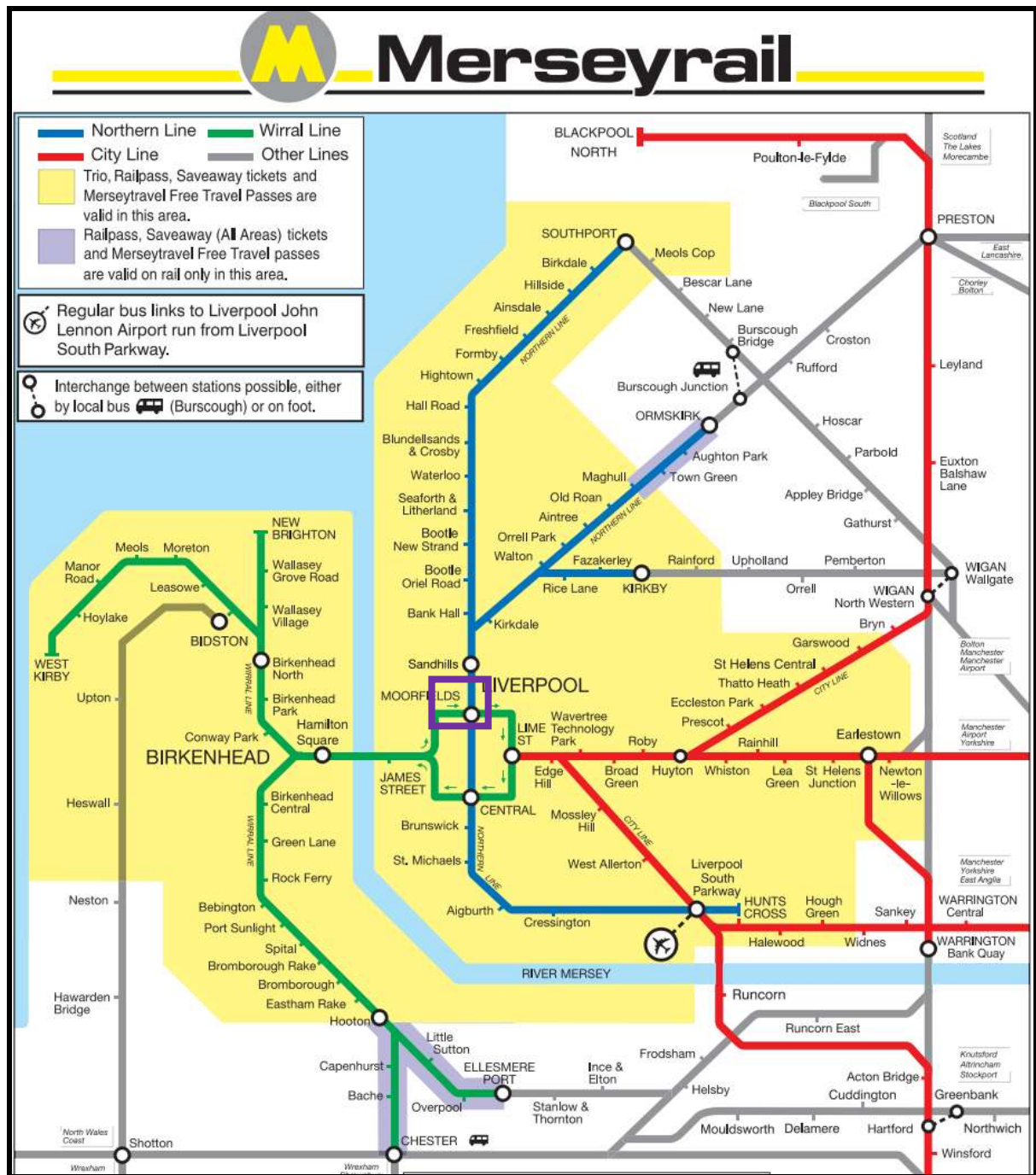
Local bus routes

## Rail network

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

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

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



Rail network

## Private hire

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



## Summary

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

## 5. ACCESSIBILITY ASSESSMENT

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

C3 Dwelling Houses (For flats with no 'internal circulation', issues, i.e. no car park, reduce walking and cycling target by 1.)	Urban Centre	Major & Large	4	4	5	3
		Medium	2	3	5	3
	Other Urban	Major & Large	4	5	5	1
		Medium	4	3	5	1

Access Diagram				
Has a diagram been submitted which shows how people move to and through the development and how this links to the surrounding roads, footpaths and sight lines? (This can be included within the Design and Access Statement, see Section 2.25.) If a diagram has not been submitted your application may not be processed.				Yes <input type="checkbox"/>
Access on Foot			Points	Score
Safety	Is there safe pedestrian access to and within the site, and for pedestrians passing the site (2m minimum width footpath on both sides of the road)? If no your application must address safe pedestrian access.			Yes <input type="checkbox"/>
Location	<u>Housing Development:</u> Is the development within 500m of a district or local centre (see Accessibility Map 1 in Appendix F) <u>Other development:</u> Is the density of existing local housing (i.e. within 800m) more than 50 houses per hectare (see Accessibility Map 4 in Appendix F)		Yes 2 No 0	2
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 No 0	1
External Layout	Are there barriers between site and local facilities or housing which restrict pedestrian access? (see Merseyside Code of Practice on Access and Mobility)e.g. <ul style="list-style-type: none"> <li>No dropped kerbs at crossings or on desire lines;</li> <li>Steep gradients;</li> <li>A lack of a formal crossing where there is heavy traffic;</li> <li>Security concerns, e.g. lack of lighting.</li> </ul>		There are barriers -2 There are no barriers 1	1
Other	The development links to identified recreational walking network (see Accessibility Map 1). If no, please provide reasons why not.			Yes <input type="checkbox"/>
			Total (B)	
Summary	Box A: Minimum Standard (from Table 3.1)	4 accommodation	Comments or action needed to correct any shortfall	
	Box B: Actual Score	4		

Access by Cycle			Points	Score
Safety	Are there safety issues for cyclists either turning into or out of the site or a road junctions within 400m of the site (e.g. dangerous right turns for cyclists due to the level of traffic)? If yes, you must address safety issues in your application.			Yes <input type="checkbox"/>
Cycle Parking	Does the development meet cycle parking standards, in a secure location with natural surveillance, or where appropriate contribute to communal cycle parking facilities? If no, you must address cycle parking standards and cycle parking facilities.			Yes <input type="checkbox"/>
Location	<u>Housing Development:</u> Is the development within 1 mile of a district or local centre (see Accessibility Map 1) <u>Other Development:</u> Is the density of local housing (e.g. within 1 mile) more than 50 houses per hectare (see Accessibility Map 4 in Appendix F)	Yes	2	<input type="text" value="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	<input type="text" value="1"/>
		No	0	
External Access	The development is within 400m of an existing or proposed cycle route (see Accessibility Map 1 in Appendix F) and / or proposes to create a link to a cycle route, or develop a route?		1	<input type="text" value="1"/>
	The development is not within 400m of an existing or proposed cycle route (see Accessibility Map 1 in Appendix F)		-1	
Other	Development includes shower facilities and lockers for cyclists	Yes	1	<input type="text" value="1"/>
		No	0	
			<b>Total (B)</b>	
Summary	Box A: <b>Minimum Standard</b> (From Table 3.1)	<input type="text" value="4 accommodation"/>	<b>Comments or action needed to correct any shortfall</b>	
	Box B: <b>Actual Score</b>	<input type="text" value="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. <ul style="list-style-type: none"><li>A lack of dropped kerbs;</li><li>Pavements less than 2m wide;</li><li>A lack of formal crossings where there is heavy traffic; or</li><li>Bus access kerbs.</li></ul>	There are barriers	0	1
		There are no barriers	1	
Frequency	High (four or more bus services or trains an hour)		2	2
	Medium (two or three bus services or trains an hour)		1	
	Low (less than two bus services or trains an hour)		0	
Other	The proposal contributes to bus priority measures serving the site		1	
	The proposal contributes to bus stops, bus interchange or bus or rail stations in the vicinity and/or provides bus stops or bus interchange in the site		1	
	The proposal contributes to an existing or new bus service		1	
			Total (B):	
Summary	Box A:  Minimum Standard  (from Table 3.1)	5 accommodation	Comments or action needed to correct any shortfall	
	Box B: Total Score	5		

Vehicle Access and Parking		Points	Score	
Vehicle access and circulation	Is there safe access to and from the road? If no, you must address safety issues.		Yes	<input type="checkbox"/>
	Can the site be adequately serviced? If no, you must address service issues.		Yes	<input type="checkbox"/>
	Is the safety and convenience of other users (pedestrians, cyclists and public transport) affected by the proposal? If yes, you must address safety issues.		<input type="checkbox"/>	No
	Has access for the emergency services been provided? If no, you must provide emergency service provision.		Yes	<input type="checkbox"/>
	For development which generates significant freight movements, is the site easily accessed from the road or rail freight route networks (i.e. minimising the impact of traffic on local roads and neighbourhoods) (see Accessibility Map 3 in Appendix F)? If no, please provide an explanation.		<input type="checkbox"/>	
Parking	The off-street parking provided is more than advised in Section 4 for that development type. If yes, parking provision must be reassessed.		<input type="checkbox"/>	No
	The off-street parking provided is as advised in Section 4 for that development type	1	<input type="checkbox"/>	No
	The off-street parking provided is less than 75% of the amount advised in Section 4 for that development type (or shares parking provision with another development)	2	Yes	<input type="checkbox"/>
	For development in controlled parking zones:		<input type="checkbox"/>	
	• Is it a car free development?	1	0	No
	• Supports the control or removal of on-street parking spaces (inc provision of disabled spaces), or contributes to other identified measures in the local parking strategy (including car clubs)	1	0	No
		Total (B):		
Summary	Box A: <b>Minimum Standard</b> (From Table 3.1)	3 accommodation	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.	
		<input type="checkbox"/>		

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

## 6. CAR PARKING POLICY REVIEW

### Introduction

For completeness the following review has been undertaken to show the zero parking is acceptable in policy terms but in any event the lower parking levels are acceptable.

### 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.

### Draft Local Plan car parking

### Policy TP8 Car Parking and Servicing

1 All new developments, including changes of use, which generate a demand for car parking or servicing will be required to make provision to meet such demand on site, appropriate to the scale and nature of the development, in accordance with the City Council's standards.

2 Proposals for residential and non-residential development will be required to meet the Council's parking standards and should incorporate a reasonable percentage of spaces with charging points available at the time the site is first occupied together with provision for additional points over time.

3 Car parking for the disabled, including in the City Centre, should be provided in accordance with the Council's standards.

4 Car Parking should be considered as an integral part of the overall design of the scheme. Development proposals should consider the following key principles in the design to address car parking issues:

- a. Ensure car parking is usable, safe and secure.
- b. Avoid car parking dominating the street-scene.
- c. Use discreet and innovative solutions for car parking.
- d. Ensure parked cars are unobtrusive.
- e. Set car parking behind the front of the dwellings where possible not impede cycling infrastructure

5. For Residential developments:

- a. designated parking locations must be convenient for residents;
- b. communal parking areas must be safe and attractive, use appropriate materials, lighting and landscaping features and include sufficient levels of overlooking, be small enough to retain a courtyard feel, and incorporate convenient pedestrian linkages to properties;
- c. streets should be wide enough to accommodate the likely levels and positions of on-street parking; and
- d. Dwellings with on-plot parking, should provide an external charging point, sufficient to enable over-night charging. For developments with communal parking areas, such as apartments, a proportion of the un-allocated parking spaces should have the capacity to easily retrofit a recharge point for communal use.

6. All development proposals should ensure that emergency and refuse vehicles are not impeded by car parking.

7. Within commercial, industrial and non-residential developments adequate provision should be made for parking, servicing and loading without having an impact on the operational effectiveness of development and safe movement of people, vehicles and goods. Proposals should also provide a minimum of 5% of all parking spaces in the development with an electric charging point. Other spaces should also have the capacity to easily retrofit a recharge point for communal use.

### 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:

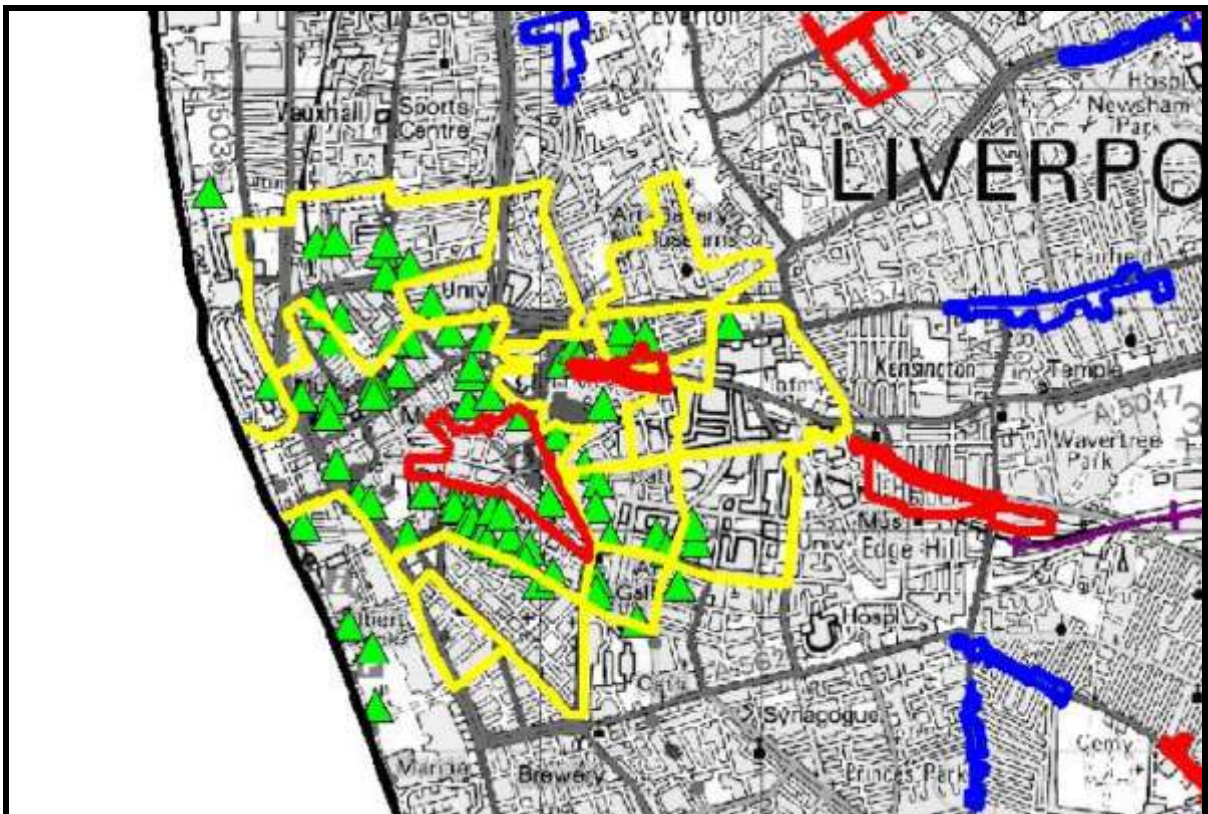
- The development is in an accessible location (such as within the City Centre, District or Local Centre), or where there is good public transport access (see accompanying Accessibility Maps, map 2);
- Initiatives to reduce traffic are planned for, or are being introduced, in the area; and
- There is 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.



*The site clearly lies in the required highly accessible area for 200m bus stop buffer.*



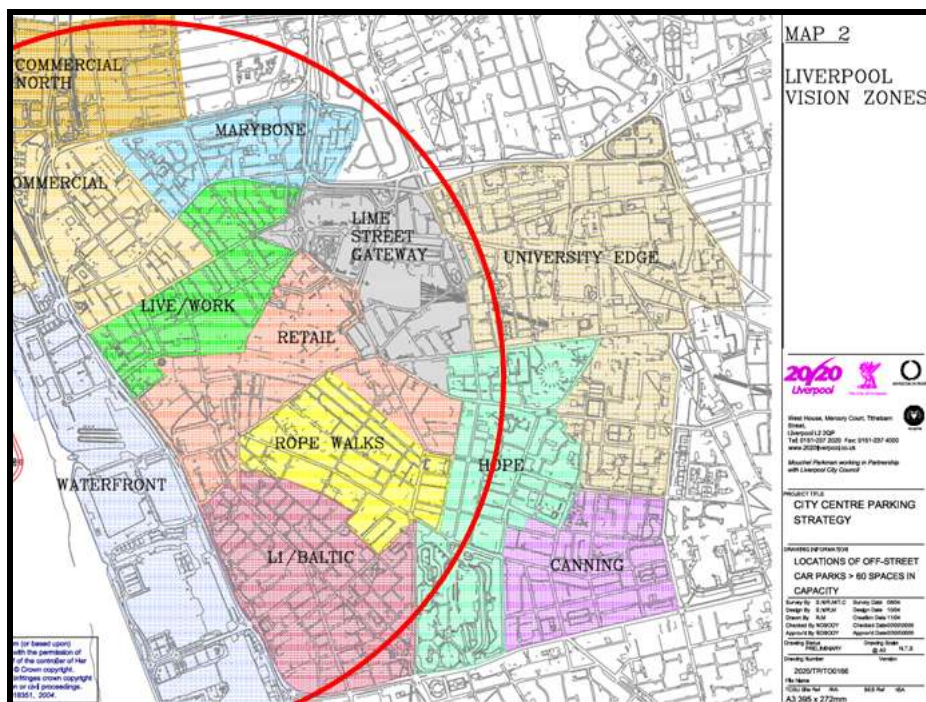
The Appendix F indicates that the lies in a controlled parking zone but no evidence is on site.



Car parking policy is set out below:

C3 - Dwelling Houses	
Vehicle Type	Standard
<b>Cycles</b>	<p>Houses – No minimum</p> <p>Flats – 1 secure space for every 1 flat, plus 1 visitor cycle stand per 10 units</p> <p>Sheltered Housing – 1 secure staff cycle space per 10 units, plus cycle parking for visitors</p>
<b>People with disabilities</b>	<p>Wheelchair housing – 1 space per dwelling, with dimensions suitable for use by people with disabilities.</p> <p>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.</p>
<b>General Car Parking (Guideline)</b>	<p>Car Free:</p> <p>0 spaces per dwelling</p> <p>City Centre:</p> <p>Flats – Average of 0.70 space per dwelling</p> <p>Outside the City Centre:</p> <p>Flats – 1 space per dwelling</p> <p>Houses – Average of 1.5 spaces per dwelling</p>

## Liverpool City Centre Parking Strategy



From the centre the Bevington area is similar in terms of distance the Baltic are where a CPZ is in place.

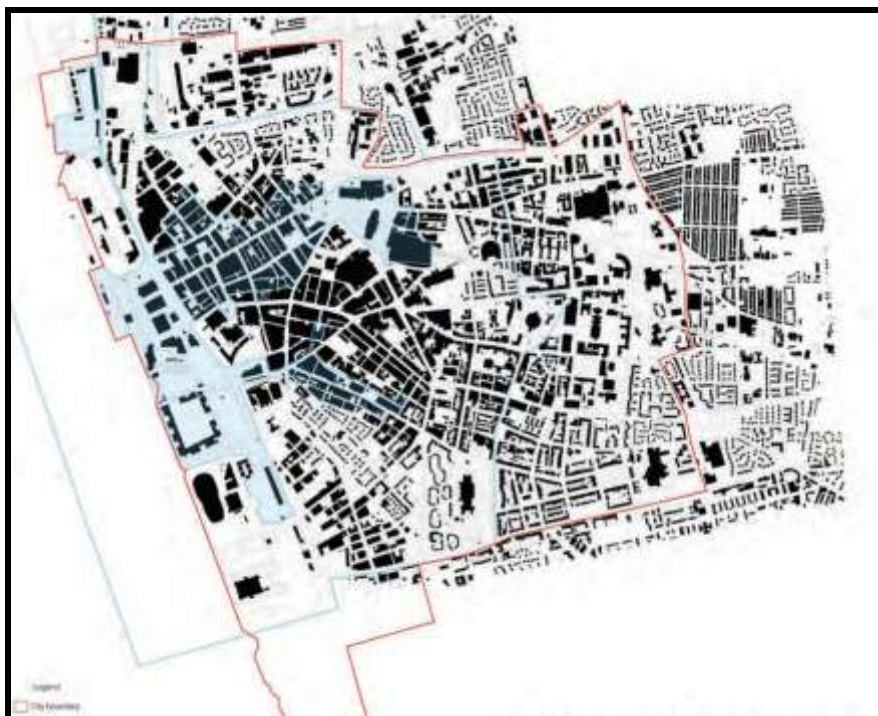
The study was carried out in 2006 and is therefore quite dated in terms of the changing City development that is ongoing, it also pre dates the NPPF and the emerging local plan.

## The Strategic Investment Framework sets out.

### Analysis of 2000 SRF Spatial Objectives

Vision Area	Objective	Was it achieved?	Is this still a consideration for 2011-2026?
Movement	Radically improve the approaches and gateways to the City	In part	Yes
	Significantly extend pedestrian priority areas	Yes	-
	Develop ferry/cruise liner terminal and public transport hub at Pier Head/ Mann Island	In Part	Yes
	Reduce dominance on traffic on the strand and improve conditions for pedestrian and cyclists	No	Yes
	Enhance local community routes for pedestrians, cyclists and public transport users	In part	Yes
	Improve access to and environment of the railway stations	In Part	Yes
	Improve access to Liverpool and Manchester Airports	In part	Yes
	Improve the quality of public transport and introduce new high quality public transport routes across the City	In part	yes
	Develop a parking strategy to define supply and location	In Part	Yes
	Improve signage for private vehicles and public transport users	In Part	Yes

Clearly there is a potential residual need for the parking strategy to be taken forward for the study area set out below, this also encompasses the site area and suggests it is in the City Boundary.



## Controlled parking zones

The council have a number of areas where perceived and actual conflicts between residents and employment demands are controlled by on street parking orders and enforcement, the area unfortunately lacks this type of order and these is seen as a deficiency that the site and other developments could contribute to the assessment and creation of such a zone.

The most comparable area is the Baltic Triangle which benefits from planning framework and a CPZ.



## Policy summary

Key items for reference in support of the site zero 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).**

The car parking review for the proposed scheme sets out the detailed support for a zero/lower parking scheme that complies with the above policy direction.



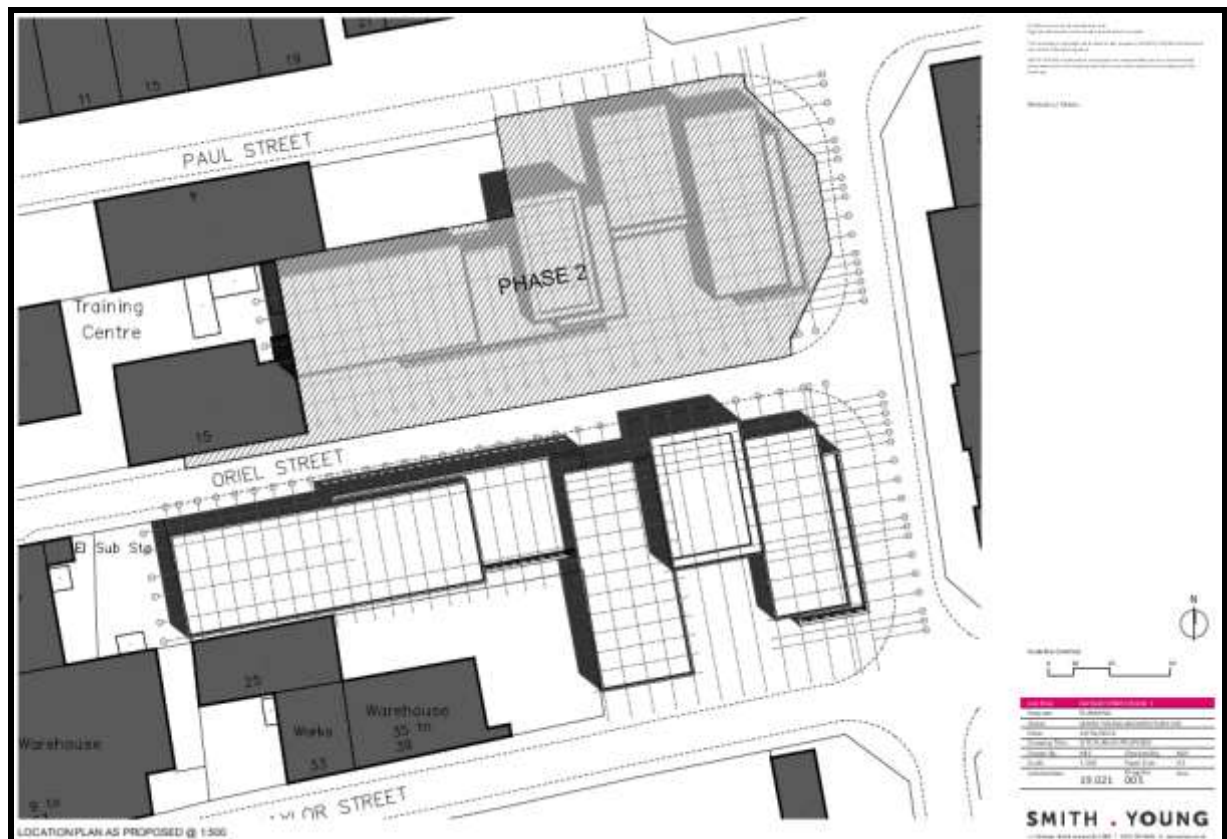
## 7. THE DEVELOPMENT PROPOSALS AND LAYOUT

### Development Proposals

The scheme promotes a full planning application for brownfield land on the northern edge of Liverpool City Centre:

*Erection of connected buildings ranging from 6 to 11 storeys containing 240 residential apartments in a mix of studios, 1 and 2 bedrooms (including 5% fully accessible units), cycle parking, car parking at lower and upper ground levels totalling 85 spaces (35% provision for apartments), 645 sqm GEA of lower ground / ground floor mixed commercial uses in 13 units with a variety of proposed uses (A1, A2, A3, A4, B1(a), D1 and / or D2), with green / brown roofs, roof terrace and public realm works with associated hard and soft landscaping and water gardens as part of SUDS drainage.*

An existing area for 6 city bikes is to the easterly side of the scheme.



### External Site Layout

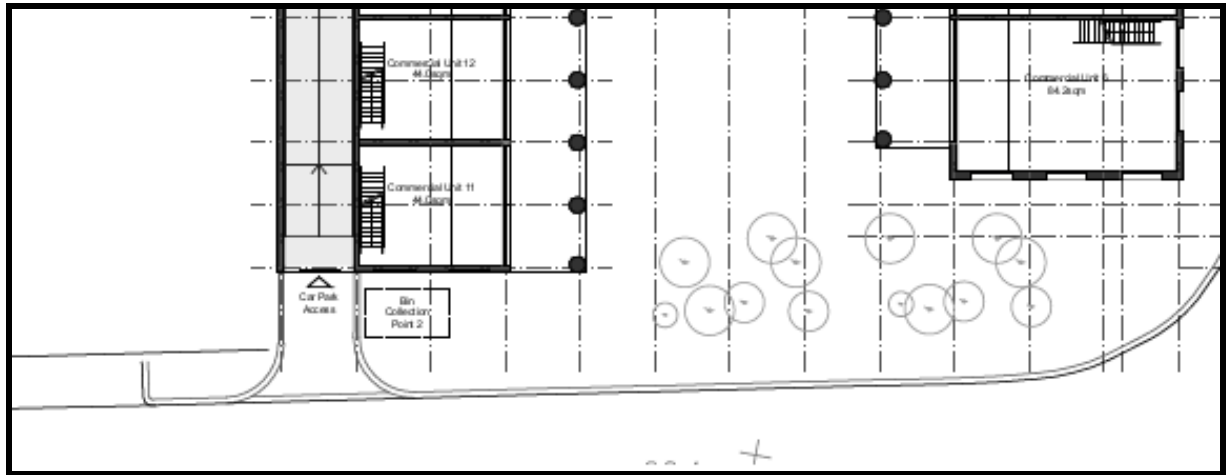
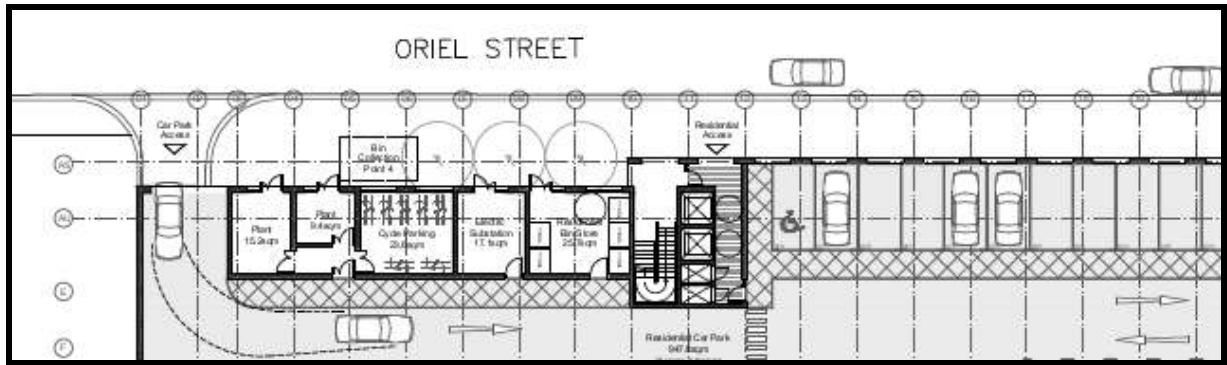
The scheme occupies some 60% of the Oriel Street length and provides a step change in its character that would form the basis of the remaining section as and when it comes forward for redevelopment.

As such in addition to the external space design submitted consideration should be given to the reduction of the radii with St Bartholomew Road to 4 or 6m. This will still accommodate the occasional larger vehicle as necessary but visually show that the use of the road has changed in character.

### Access and servicing

The site keeps the through movements along the urban grain with access points to the basement car parks on Oriel and Naylor Street.

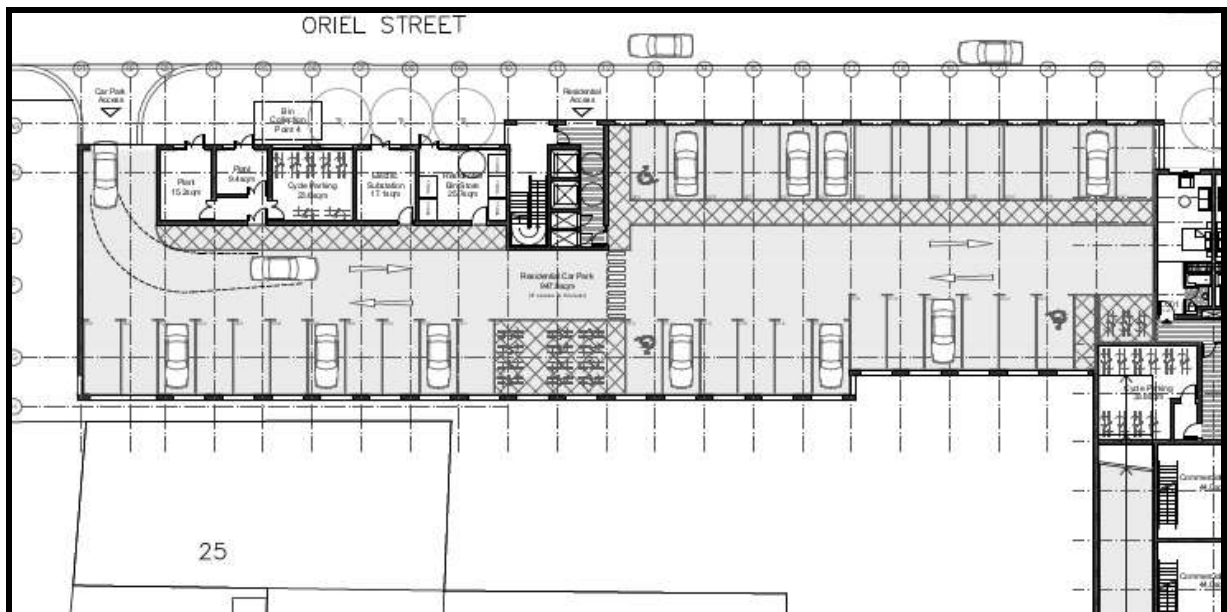
The opportunity to pick up bins on Naylor Street has been assessed to allow bins to be emptied etc adjacent to the car park access area.



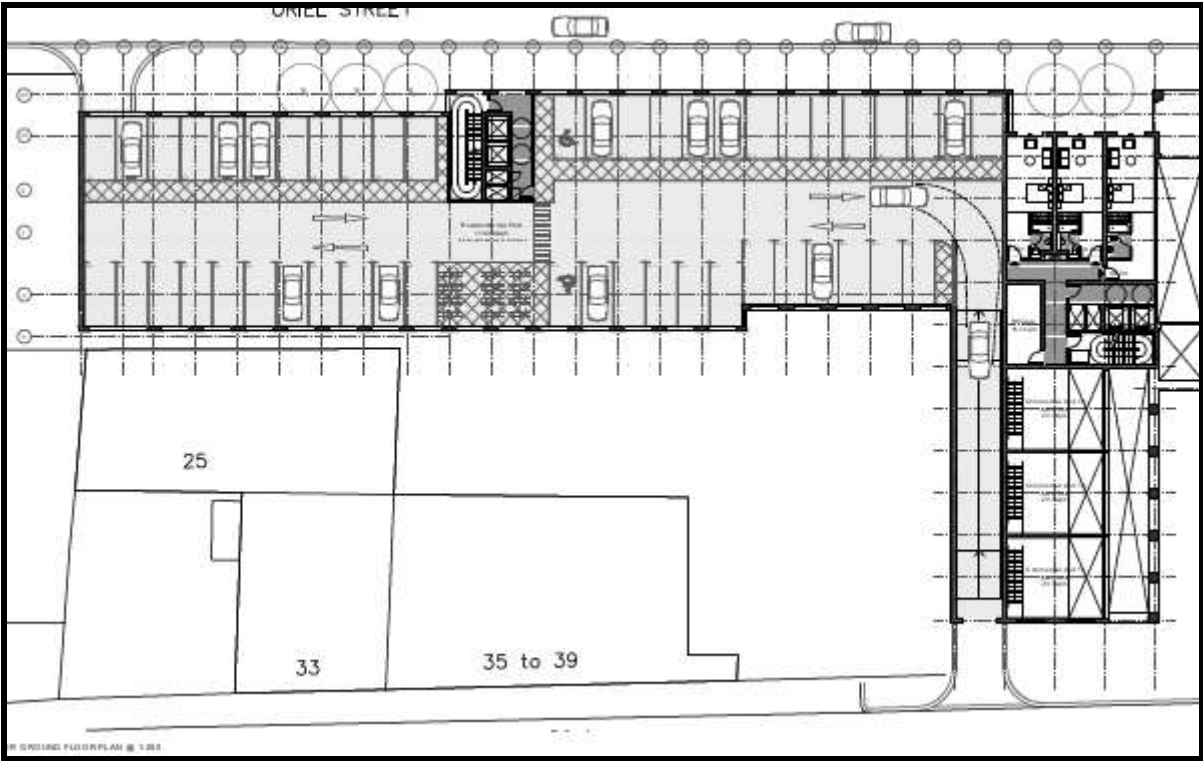
The car parking exit points have 2.4\*33m sight lines based on a 25mph road speed.

## Car parking

The layout is shown below and forms a lower and upper ground floor area.



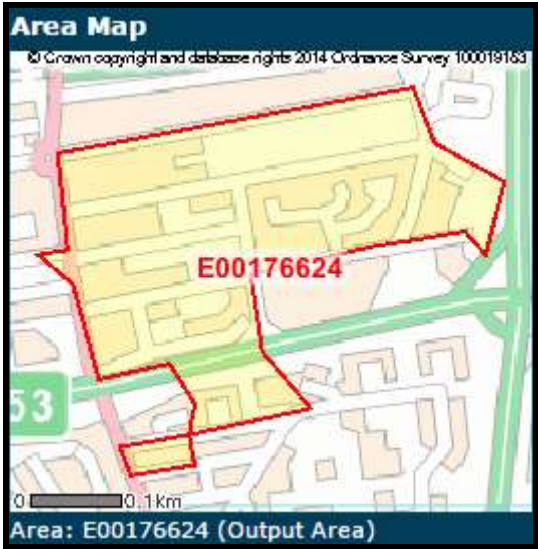
These are accessed by ramps that will be controlled by red/green lights to ensure no issues arise on the ramp.



The parking policy review set out the credentials of the site to accord with policy for zero/lower parking levels. In addition the census for travel to work for the area has also been reviewed.

**Census mode split**

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





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

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

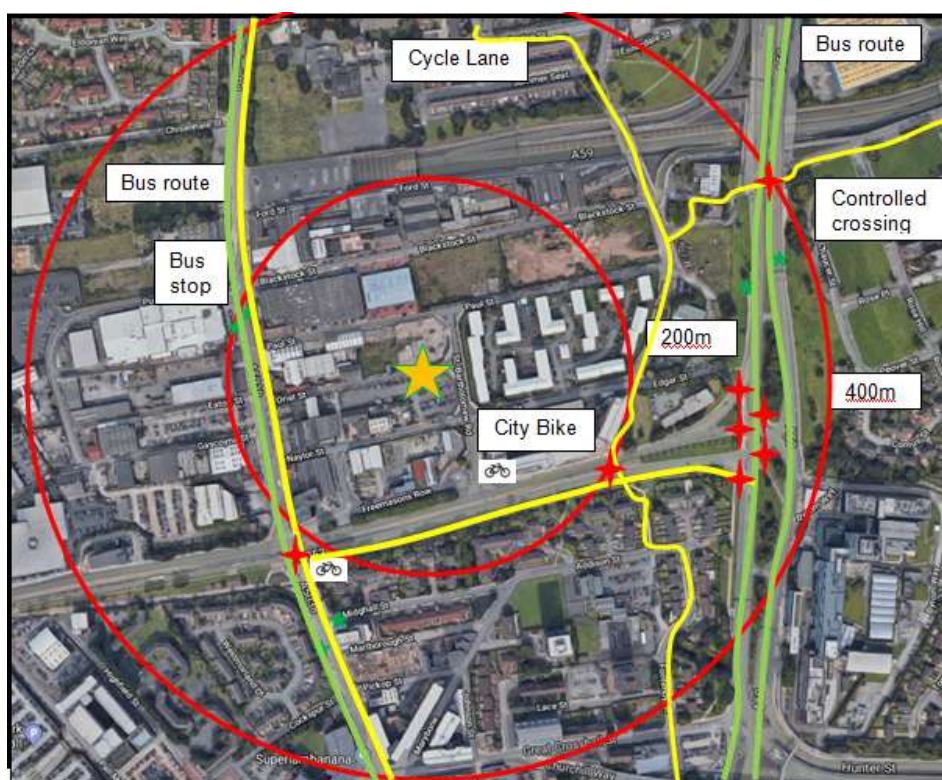
This shows that for a site of 240 units the parking demand locally would be 62 spaces, much reduced from the 168 from policy.

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

The city 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 Leeds Street 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.



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 26% car use for the area, well below the policy target of spaces.

The image shows car parking during the day even with reduced parking offer, hardly a good use of space.



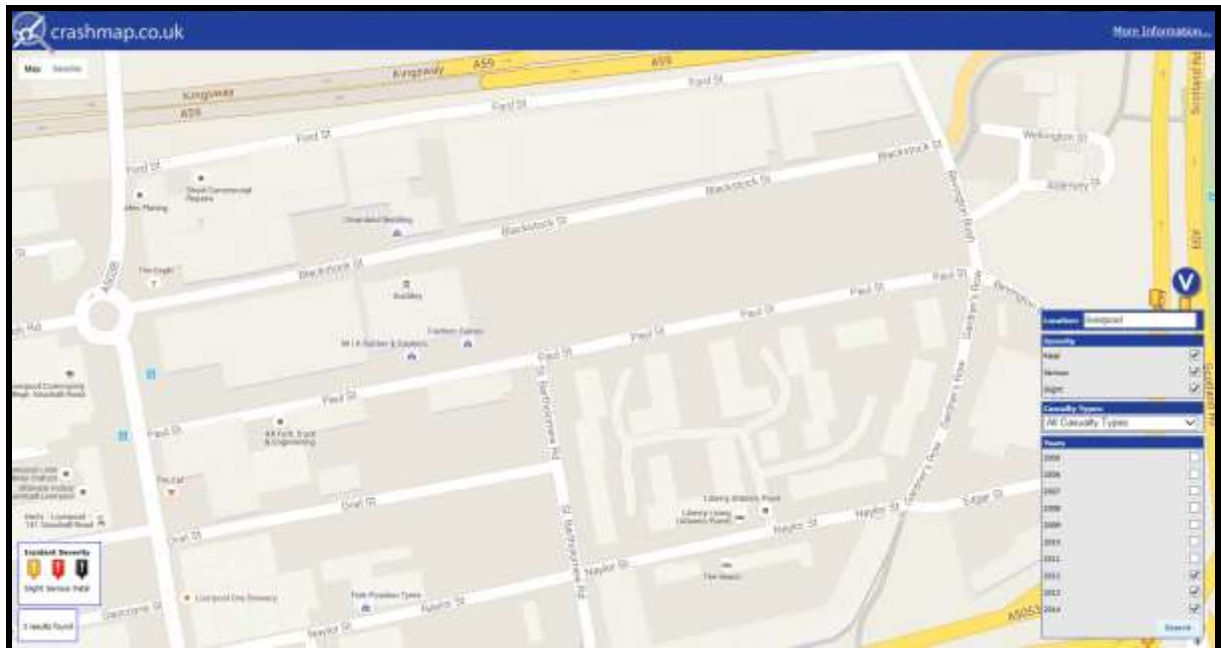
The wider area has uncontrolled on street parking along sections of the road. The amber sections are working day, unmarked areas 24 hour no waiting and the green sections no restrictions in place.





The site is clearly accessible and lies in an area forming the edge of the city centre related well to employment, retail and the universities.

It has on street parking all within the 400m policy level with little control other than corner protection for movements at junctions. A significant section of this in the 200m radius of the site. The area has residential properties but these already have parking adjacent to them during the day and night with no notified amenity issues.

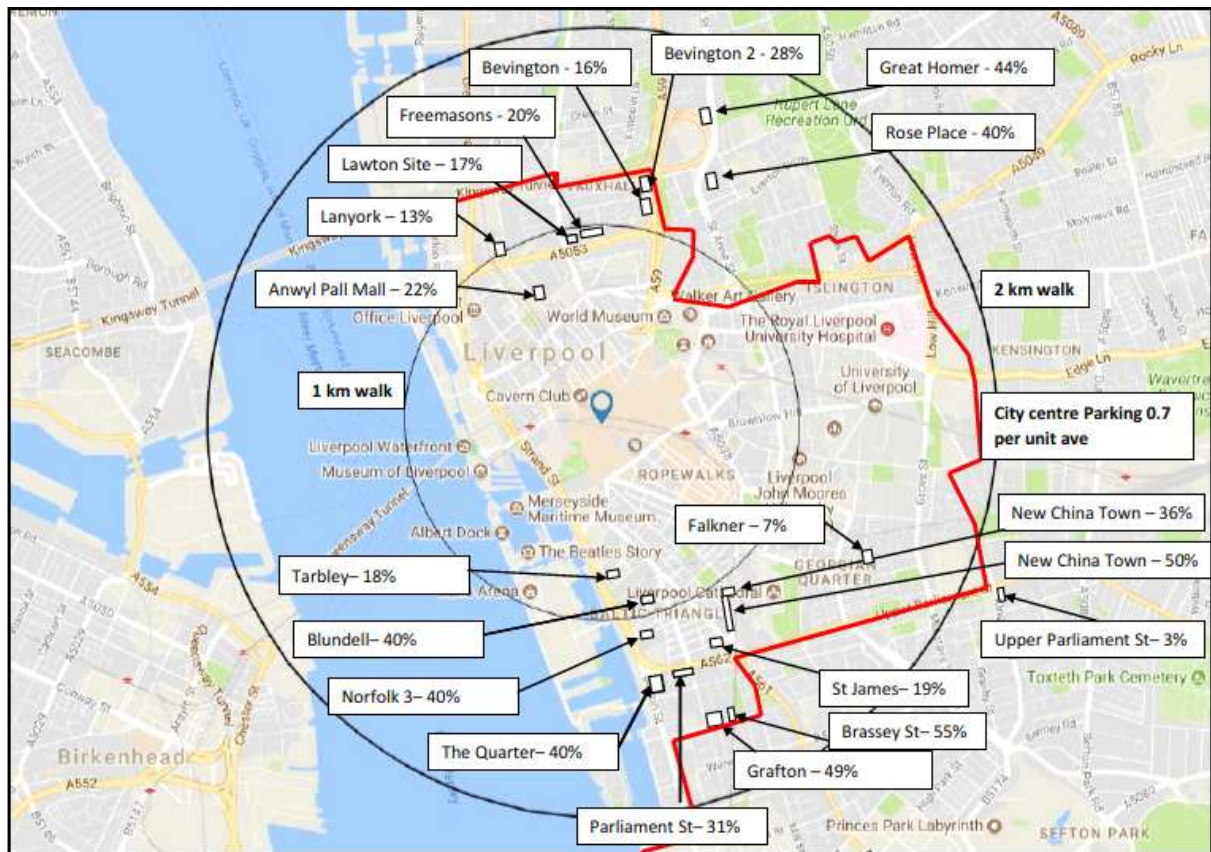


In the last three years the area has no accident records in the side streets assessed as such it would be reasonable to conclude that the parking does not give rise to a safety issue that requires action.

It is proposed that the accommodation would be 135 spaces, this equates to 0.35 per unit against the 0.7 per unit from the general parking policy.

Locally approved schemes provide between 0.13 and 0.28 per unit in the city area and 0.4/0.44 per unit beyond the city edge reflecting the accessibility of the area.





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.

The parking offer is considered appropriate for the scheme and its location.

## Cycle Spaces

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

Consideration would be given when forward planning to:

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

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

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

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

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

The proposed spaces are in the ground floor for visitors and in the secure areas for residents and staff.

The proposal also involves the provision of stands with a capacity of 142 cycles and external spaces to meet policy.

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

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

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

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

### **Servicing strategy**

The larger deliveries are accommodated using the on street lay by areas to the east and west of the site frontage this arrangement is typically used and found acceptable by LCC Highways for the scale of development proposed.

The site management will be responsible for ensuring the bins are taken from storage to the designated pick up locations in a timely manner and return them following emptying.

Refuse will be 1 to 2 times per week dependant on use/bin storage needs. Deliveries will be ad hoc in nature but mainly vans and a low number per day, maintenance as needed across the year.

### **Trip levels**

The approach is the same as that used and agreed for the adjacent Freemasons development.

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, 26% 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 on Pall Mall 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	240	0.019	0.047	0.051	0.037	5	11	12	9
Commercial	645	1.324	0.199	0.239	0.957	9	1	2	6
Total						26		29	

The residential trip rate is based on parking at 0.7 ratio, the site offers 85 spaces at a ratio of 0.35 for 240 units, thus a factor of 0.471 can be applied to the trip levels from 0.35/0.7.

Development	Size Sqm GFA	Adjusted Trips				Adjusted Trips			
		AM Peak		PM Peak		AM Peak		PM Peak	
		Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
Flats	240					2	5	6	4
Commercial	645					4	1	1	2
Total						12		13	

The fallback based on 218 car spaces assuming a very low turnover of 0.5 trips per spaces gives of AM 109 two way and PM 109 two way would be a reasonable view of the movements in the area would mean a nett change of -97 two way in the AM and -96 two way PM.

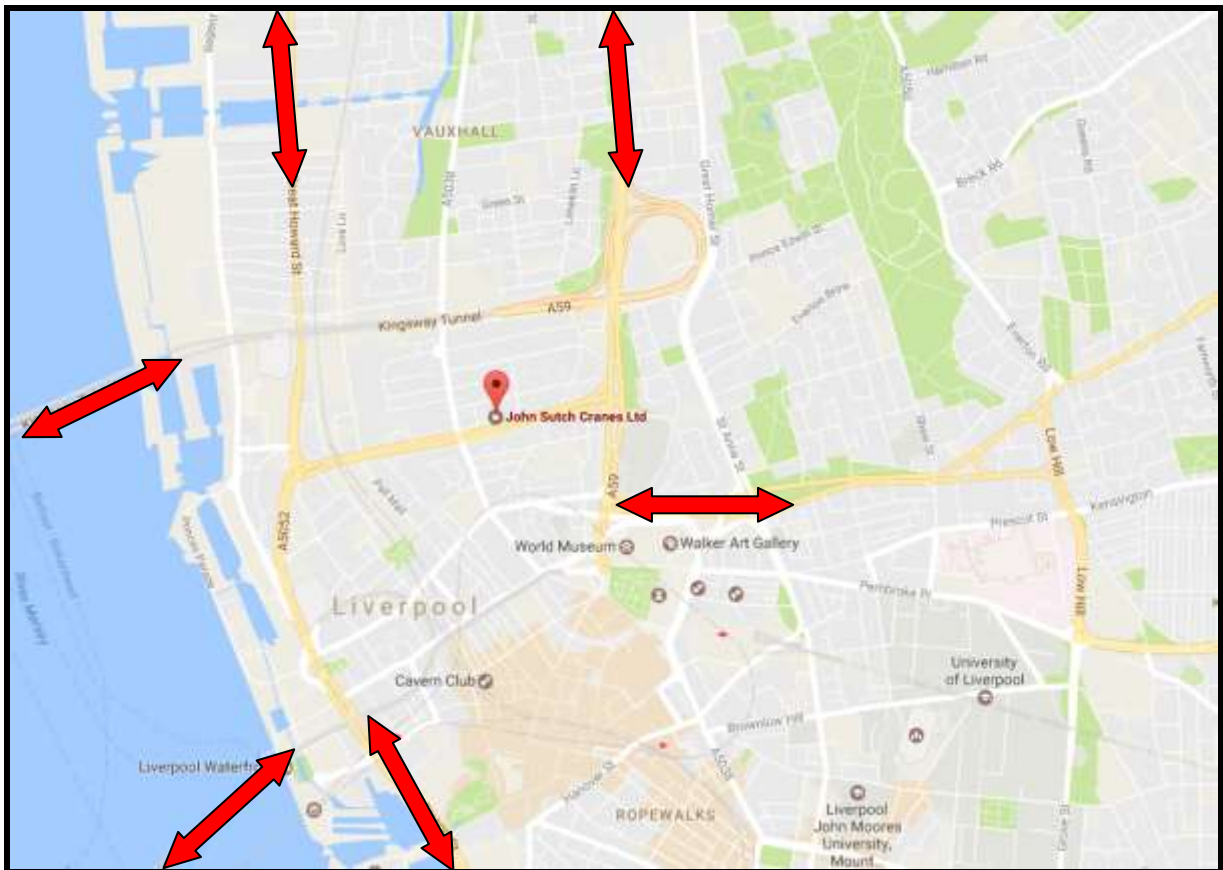
**To be robust for this assessment and the AQMA flows if no adjustment is made regarding the parking offer reduction the nett change would be -83 AM and -80PM two way flows.**

There are approximately 218 parking spaces contained on the existing Site and, once complete, the Proposed Development is expected to contain approximately 85 residential parking spaces a constrained provision. 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 discernible impact on the local network.

These would be distributed across the local network and would operate in reverse of the normal peak flows in/out of the city. The plan shows 6 routes could be used, giving 3 two way trips per route.





Even if double was assigned to a particular route these would be at or below the threshold for detailed junction assessments.

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

## Mitigation

The site is proposing to:

Based on the mode split and the parking offer the site considered that membership of the city cycle club for the 5 years of the travel plan for a max of 25% of the residents is considered a good basis for the support of cycle use, for each year. At £60/year this for 240 units equates to **£18000** if fully taken up. This will be managed by the on site team and TPC through the FTP.

Support to the annual metro card for area C £631/year, for first year only for 25% of the residents equates to **£37860**

Promotion through the TRO of a city car club space at the rear site frontage for car users not allocated a space.

In addition a similar member ship of the car club based on demand but full cost year 1 and 2, half cost year 3 and 4 and 25% of costs year 5. At £60/year this for 240 units equates to **£10004** over the 5 years if fully taken up. This will be managed by the on site team and TPC through the FTP. This will be managed by the on site team and TPC through the FTP.

Provide a contribution to the wider area study/management of movement and parking if required capped at £10k.

## 8. SUMMARY

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

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

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

It is considered that there are no reasons why the scheme should not be approved from a transportation point of view it does not have a residual impact that could be considered severe.