

160920/SK21651/TS01(-01)
NEW BIRD STREET, LIVERPOOL
TRANSPORT STATEMENT

CONTENTS

	Page
1 Introduction	1
2 Existing Situation	1
3 Proposal	3
4 Accessibility	4
5 Impact	8
6 Policy Context	9
7 Conclusions	11

APPENDICES

- A Site Layout
- B Interim Travel Plan
- C TRICS Output
- D Standard Accessibility Assessment

Project	Document	Rev	Description	Authorised by	Signed	Date
SK21651	TS01	-00	Draft for comment	L Speers	LGS	01/09/2016
SK21651	TS01	-01	Updated layouts	L Speers	LGS	20/09/2016

1 INTRODUCTION

- 1.1 SK Transport Planning Ltd (SK) has been appointed by Iliad Group to prepare a Transport Statement (TS) in support of a planning application for the development of 164 apartments on a site off New Bird Street in the Baltic Triangle area of Liverpool. Details of the proposal site and relationship to adjacent streets are shown in appendix a.
- 1.2 The site is currently occupied by a large industrial unit with a floor area of 1,611sqm. Access to the site is currently provided from the New Bird Street, Jordan Street and New Hall Street frontages and vehicles use the hardstanding surrounding the unit for parking.
- 1.3 The TS has been prepared in line with guidance as set out in the Liverpool City Council's (LCC) Supplementary Planning Document (SPD) 'Ensuring a Choice of Travel', and national guidance as detailed in the National Planning Policy Framework (NPPF), National Planning Practice Guidance (NPPG), and Department for Transport (DfT) 'Guidance on Transport Assessment'.
- 1.4 The TS includes full analysis of the accessibility of the site in relation to local services and amenities, and a Minimum Accessibility Standard Assessment in line with LCC requirements. The TS demonstrates that the site is well located in relation to city centre destinations and the existing Baltic Triangle community. It is also shown that opportunities exist for future residents to travel to the surrounding areas and the regional centre by non-car modes. Measures are included within the proposal to build upon the good location of the site and facilitate future movements by non-car modes, including an interim travel plan (attached as appendix b).
- 1.5 The TS concludes that the proposal presents a sound opportunity to provide a sustainable development that will integrate well with other city centre uses. The TS also concludes that the proposal meets the requirements of local and national policy, and that there will be no significant residual transport impacts of the proposal.

2 EXISTING TRANSPORT SITUATION

Site Location

- 2.1 As shown in figure 2.1, the site occupies a sustainable location to the south of Liverpool city centre and east of the waterfront. The surrounding area is known as the Baltic Triangle.
- 2.2 The Baltic Triangle was traditionally an industrial use area but now includes a significant amount of residential accommodation along with retained industrial uses, creative industries, hotels and some food, drink and entertainment uses. The Liverpool One development, to the north of the Baltic Triangle, has brought with it a more defined connection from the area to the city centre.
- 2.3 The site is bounded to the north by Jordan Street, to the east by the A561 St James Street, to the south by New Bird Street and to the west by Newhall Street.
- 2.4 The site is currently occupied by a large commercial unit with a floor area of 1,611sqm. Access to the site is currently provided from the New Bird Street, Jordan Street and New Hall Street frontages and vehicles use the hardstanding surrounding the unit for parking. The commercial unit on site is not currently operational and the parking areas are being used as contract commuter parking spaces.



Figure 2.1: Site Location

Existing Site Traffic Flows

- 2.5 The TRICS database has been used to establish the traffic flows associated with the commercial unit on site. The TRICS output is attached as appendix c with a summary provided in table 2.1.

	Trip Rate (per 100sqm)			Traffic Flows		
	IN	OUT	TOTAL	IN	OUT	TOTAL
AM	0.402	0.078	0.48	6	1	8
PM	0.056	0.363	0.419	1	6	7
DAILY	2.315	1.989	4.304	37	32	69

Table 2.1: Existing Site Traffic Flows (in vehs)

Local Highway Network

- 2.6 New Bird Street, Newhall Street and Jordan Street are an unclassified roads that provide access to commercial units in the area. Blundell Street also serves as an access route to other local access roads in the area. Parking is restricted along its length by double and single yellow lines, with parking bays provided.
- 2.7 New Bird Street and Jordan Street route east-west between the A5037 Jamaica Street and the A561 St James Street. St James Street and Jamaica Street are principal roads and serve as the main distributor routes for the Baltic Triangle and adjacent areas. Both routes can be used to access the city centre (in the north) or the A562 Upper Parliament Street (in the south). Upper Parliament Street is a strategic route forming part of the inner ring road.
- 2.8 Access can also be gained to A562 Parliament Street using Newhall Street, which routes north-south past the site.

Local Parking Controls

- 2.9 The streets surrounding the site are located in the city centre's outer controlled parking zone. Parking restrictions (in the form of parking bays and double and single yellow lines) are in force between 8am and 6pm. The existing parking regime restricts parking in marked bays to two hours short stay or to drivers displaying a business parking permit.
- 2.10 The streets surrounding the site serve a local access and service function. There are no loading restrictions on the streets surrounding the site and the existing commercial properties (including recent site activity) are mainly serviced from kerbside.

Existing Travel Patterns

- 2.11 2011 Census data has been examined to establish existing resident travel patterns for the local area. The site sits in medium output area Liverpool 037. Table 2.2 shows the existing mode share of commuting trips for local residents.

Mode	%
Works at home	6%
Public Transport	24%
Car Driver	24%
Other	46%

Table 2.2: Existing Mode Share
[Source: 2011 Census]

- 2.12 Table 2.2 shows that there is a high propensity for non-car trips from the site, with only 24% of residents driving to work. This is a consequence of the sustainable location of the site and good existing connections to surrounding areas.

3 PROPOSAL

- 3.1 The proposal seeks to redevelop the site to provide 164 apartments. Two commercial units are provided at ground floor, with a combined floor area of 410sqm. In keeping with surrounding developments, the ground floor also provides 14 small commercial 'creative' units, with a combined floor area of 403sqm.
- 3.2 The main pedestrian entrance to the residential element of the building is provided from Jordan Street at ground floor level. This entry point provides access to the reception area, from which access is gained to the lifts to the apartments and post area. The commercial units are located at ground floor level on both the Newhall Street and St James Street frontages. Pedestrian access to these units is provided directly from the respective street frontage. The creative units are located on the New Bird Street and Jordan Street frontages, again pedestrian access is provided directly into the unit from the street.
- 3.3 Internal storage is provided for cycles ground floor and basement (-1) level. Cycle parking is provided for a total of 126 cycles within the building. Cycle parking is provided externally for use by visitors to the site (four stands).
- 3.4 Access to the basement car park is provided from Jordan Street in the same location as an existing access to the site. Basement parking is provided on two levels and provides space for a total of 104 spaces, including five disabled parking spaces.
- 3.5 The rest of the existing dropped kerb/crossover access will be made up to provide continuous footway along the site frontage.
- 3.6 The servicing arrangements for the development are retained as existing. Day to day servicing activity such as post deliveries will be via the main building entrance on Jordan Street. Three bin stores (two residential and one commercial) are provided on the Jordan Street frontage. Refuse collection will occur from kerbside, as with the existing unit.

4 ACCESSIBILITY

Access on Foot

- 4.1 The site is connected to key destinations by a comprehensive network of pedestrian routes typical of the urban character of the local area. Pedestrian provision is generally of good condition with adequate width footways and street lighting present. Tactile paving and dropped kerbs are provided at minor road crossing points, with signalised crossings in place on the A561 Park Lane and on the A5036 Wapping allowing safe connections to the wider city centre area.
- 4.2 Footway provision on the Jordan Street, New Bird Street and Newhall Street frontage of the site is intermittent due to the crossover and kerbed accesses to the site's vehicle hardstanding areas.
- 4.3 Two-thirds of all journeys in the UK are under-five miles and short distance trips offer the greatest opportunity for changes in travel behaviour. DfT best practice guidance states that walking has the potential to substitute for car trips under 2km, which equates to a 25 minute walk. Figure 4.1 shows a 2km walking catchment from the site.

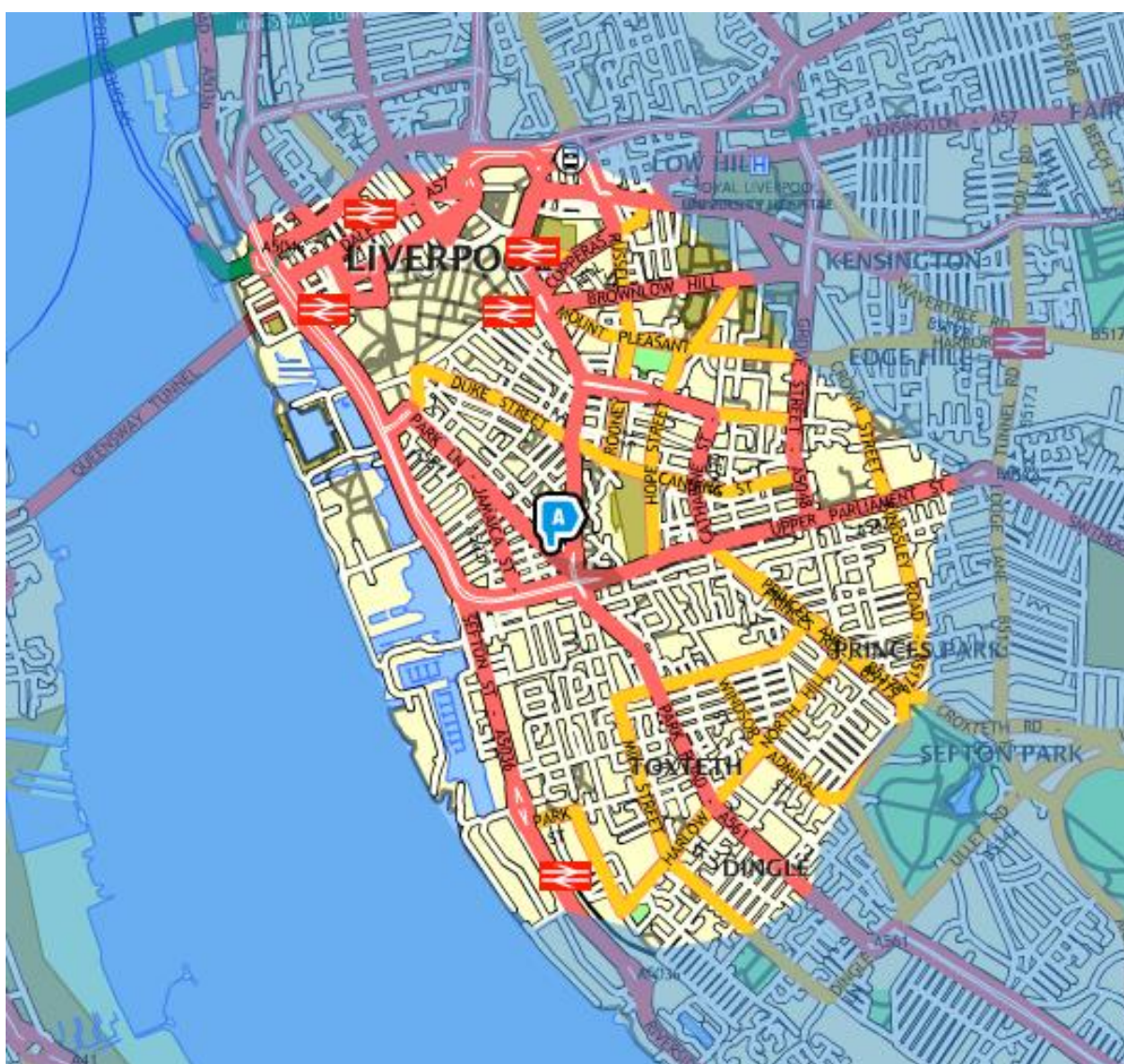


Figure 4.1: 2km Walking Catchment
[Source: Walkit 2016]

- 4.4 Figure 4.1 shows that all areas of the city centre are accessible from the site. The existing infrastructure surrounding the site provides a good basis for future trips on foot and to/from city centre amenities and employment areas. The proposal includes measures to promote and

facilitate these trips as part of the travel plan. Footways along the site frontage will be reinstated as part of the proposal.

Access by Cycling

- 4.5 Figure 4.2 shows the cycle network surrounding the site.



Figure 4.2: Existing Cycle Network
[Source: MerseyTravel 2016]

- 4.6 The roads surrounding the site are minor access roads with low vehicle speeds and flows, creating a suitable environment for cycle trips. Access can be gained to the formal cycle network 100m to the west of the site on Jamaica Street. Jamaica Street benefits from continuous on-carriageway provision routing north-south from the city centre to Toxteth and Dingle.
- 4.7 Cyclestreets shows that access can be gained from the site to the central areas of the city in just 17 minutes, using an unhurried cycle speed of 10mph and the quietest routes.
- 4.8 The existing network provides a good basis for future trips around the city by cycle. Measures are included within the proposal to further enhance cycle access, including cycle parking and travel plan measures.

Casual Cycle Use

- 4.9 The Liverpool Citybike scheme offers cycle rental on an hourly basis, with memberships available on a daily, weekly or annual basis. Over 140 stations are currently available, located extensively throughout the city centre area and in surrounding areas as far as Speke to the south, the Queens Drive area to the east and Bootle to the north.

- 4.10 In the vicinity of the proposal site, the nearest stations are located at St James Street, Wapping Quay and at Baltic Creative on Jamaica Street.
- 4.11 The standard membership fee for access to the Citybike scheme is £1 for day membership, £5 for week membership or £55 annual membership, based on single bike use. Membership includes free cycle use for short trips between 5-30 minutes depending on contract type, with a standard charge of £1 per hour for longer hire.
- 4.12 The Citybike scheme offers an ideal alternative to ownership of a cycle for occasional use.
- 4.13 Merseytravel also offers free cycle training courses for residents of the area, which will be promoted as part of the travel plan.

Access by Public Transport

- 4.14 The nearest bus stops to the site are located on Jamaica Street and Great George Street, some 140m and 280m away from the site, respectively. Access can also be gained in a 13 minute walk to the Liverpool One bus station.
- 4.15 Table 4.1 shows the routes and frequencies of buses serving local bus stops.

No.	Route	Frequency (buses per hour)				
		Peak	Daytime	Evening	Saturday	Sunday
26/27	City Centre – Liverpool FC - Toxteth	6	6	2	6	2
30/30 A	Maghull – Netherton – Aintree – Walton – City Centre	0	0	2	2	2
204	City Centre – Dingle Mount – Wavertree – Alder Hey Hospital	2	2	2	2	2
82/82 D	City Centre – Garston	6	20	7	8	7
82B	City Centre – Garston – Airport – Speke – Widnes	2	2	1	2	2
103	Aigburth Vale – Albert Dock – City Centre – Seaforth – Waterloo	2	0	0	0	0

Table 4.1: Existing Bus Services
[Source: MerseyTravel 2016]

- 4.16 Table 4.1 shows that the site is served by frequent bus routes (including route 82/82D which is part of the Quality Bus Route network) providing access to key activity locations throughout the week, including evenings and Sundays.
- 4.17 Existing bus routes can be used to access train services at the central Liverpool stations.

Casual Car Use

- 4.18 Enterprise Car Club provides a casual car use solution that complements Liverpool's sustainable transport system and to meet occasional vehicle needs of residents who do not own a car. The initiative enables members to benefit from low cost, convenient and greener motoring, and a more sustainable pattern of living that negates the requirement to own and store a car.
- 4.19 Enterprise Car Club offers pay as you go motoring, with vehicles available to hire for as little as 30 minutes per trip. The vehicles are available 24/7 and members of the scheme can easily access vehicles on demand by reserving on line. The Enterprise Car Club can save motorists up to £3,500 a year on costs usually associated with fuel, insurance, servicing, MOT, cleaning and parking.
- 4.20 The merger of Enterprise and City Car Club now provides residents with solutions for longer term vehicle hire, for use when a resident wants to travel further afield on holiday, for example. The vehicles can be booked in advance and dropped off at the residence as required. Enterprise Car Club has confirmed that a 50% discount is offered to residents hiring a car at the weekend.
- 4.21 The nearest vehicle to the site is located on Duke Street, less than a ten-minute walk away.

Minimum Accessibility Assessment

- 4.22 The Accessibility Assessment for the site is attached as appendix d, with a summary of the site's score provided in table 4.2.

SPD Criteria	Major Residential Scheme Requirements	Site Score
Pedestrians	4	4
Cyclists	4	5
Public Transport	5	5
Parking	3	3

Table 4.2: Accessibility Assessment
[Source: LCC SPD 2016]

- 4.23 The site meets all of the scored criteria outlined in the SPD and is an accessible location for development.

Sustainable Transport Strategy

- 4.24 The proposal site offers a good opportunity to develop sustainable residential development that integrates well with the existing community and other city centre uses. The analysis shows that the site has a good level of accessibility that is commensurate with future site user movement requirements and scale of the proposal.
- 4.25 To assist future users of the site realise their potential for sustainable travel the proposal includes a number of measures to improve access by non-car modes. The interim travel plan has been developed in line with Merseyside Travelwise Travel Plan Pack advice. The interim travel plan is attached as appendix b, with an outline of the measures proposed for the residential development are provided in table 4.3.
- 4.26 Details of the proposed management and timescales for the production of the final travel plan are provided in appendix b.

Walking Toolkit:

Measure	Responsibility	Timescale
Provide a map of local amenities in the welcome pack	Travel Plan Co-ordinator	On occupation, on-going
Promote www.walkbudi.com , www.livingstreets.org.uk , www.walkit.com in welcome pack	Travel Plan Co-ordinator	On occupation, on-going

Cycling Toolkit:

Measure	Responsibility	Timescale
Provide cycle parking for residents and visitors, and promote use of CityBike	Developer	Part of development
Promote local and national cycling events/initiatives the welcome pack	Travel Plan Co-ordinator	On occupation, on-going
Promote Merseytravel's free adult cycle training & bike maintenance courses	Travel Plan Co-ordinator	On occupation, on-going
Provide residents with links to www.merseytravel.gov.uk website, which includes mapping and journey planning tools	Travel Plan Co-ordinator	On occupation, on-going

Public Transport Toolkit:

Measure	Responsibility	Timescale
Provide link to Merseytravel journey planning website (www.merseytravelplanner.co.uk) in welcome pack	Travel Plan Co-ordinator	On occupation, on-going
Provide local bus route maps in welcome pack	Travel Plan Co-ordinator	On occupation, on-going

Efficient Vehicle Use Toolkit:

Measure	Responsibility	Timescale
Promote www.taxibudi.com a scheme offered by Liftshare to reduce travel costs	Travel Plan Co-ordinator	On occupation, on-going
Promote use of Enterprise Car Club	Travel Plan Co-ordinator	On occupation, on-going
Promote www.carshare.liftshare.com car share database	Travel Plan Co-ordinator	On occupation, on-going

Promotion & Marketing Toolkit:

Measure	Responsibility	Timescale
Appoint travel plan co-ordinator	Developer	3 months prior to occupation
Production of welcome pack for each household	Travel Plan Co-ordinator	On occupation, on-going

Table 4.3: Travel Plan Toolkit

5 IMPACT

Trip Generation

- 5.1 The TRICS database has been used to forecast traffic flows associated with the houses and apartments on site. TRICS survey sites located in town centre locations have been used. For robustness it has been assumed that all of the units will be private/market apartments. The TRICS output is attached as appendix c.
- 5.2 The traffic forecast is based on a residential development of 164 units. Tables 5.1 and 5.2 provide a summary of the trip rates used in this assessment.

	Person Trip Rate (per unit)			Total Trips		
	IN	OUT	TOTAL	IN	OUT	TOTAL
AM	0.071	0.456	0.527	12	75	86
PM	0.663	0.262	0.925	109	43	152

Table 5.1: Person Trips

	Vehicle Trip Rate (per unit)			Vehicle Trips		
	IN	OUT	TOTAL	IN	OUT	TOTAL
AM	0.028	0.06	0.088	5	10	14
PM	0.079	0.063	0.142	13	10	23

Table 5.2: Vehicle Trips

- 5.3 The forecast shows that the proposal will generate a level of peak hour traffic that is well within the DfT significance threshold and will not have a material impact on local highway operation.

Net Change in Traffic

- 5.4 Table 5.3 shows the net change in traffic flows associated with the redevelopment of the site.

	Existing			Proposed			Net Change		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
AM	6	1	8	5	10	14	-2	+9	+7
PM	1	6	7	13	10	23	+12	+4	+17

Table 5.3: Net Change in Site Traffic Flows

- 5.5 The analysis shows that the proposal will result in negligible increase in traffic when compared to the existing use on site. This level of change will be imperceptible to other road users and will not significantly change existing local transport network conditions.

6 POLICY CONTEXT

National Policy

National Planning Policy Framework

- 6.1 The National Planning Policy Framework (NPPF), published in 2012, consolidates previous national planning policy guidance into one document. At the heart of the policy is the presumption in favour of sustainable development that supports economic growth and vibrant communities.
- 6.2 NPPF supports development that balances economic, social and environmental gains, while taking into account local circumstances and opportunities.
- 6.3 Paragraph 17 of NPPF sets out the 12 principles of planning, including a need to:

‘...actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant developments in locations which are or can be made sustainable...’

- 6.4 National policy regarding sustainable transport is outlined in section 4 of NPPF. NPPF supports giving people a choice of how they travel and acknowledges that different policies, measures and interventions will be required to for different communities, locations and developments. In line with this paragraph 30 states that:

‘... local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.’

6.5 NPPF requires all developments that generate significant amounts of movement to be supported by a Transport Statement or Transport Assessment, and states at paragraph 32 that 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
- safe and suitable access to the site can be achieved for all people
- improvements are proposed to limit significant impacts of development

6.6 Paragraph 32 of NPPF also states that:

‘Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.’

6.7 The proposal accords with paragraphs 17, 30 and 32 of NPPF provides suitable access for all people and the location of the site within the city centre offers opportunities for sustainable trip making. The development includes measures that are commensurate with the scale, net impact and nature of the proposal to facilitate access by non-car modes of travel.

National Planning Practice Guidance

6.8 National Planning Practice Guidance (NPPG) provides guidance on the application of NPPF principles for local authorities and developers. In terms of transport, NPPG states in ‘Transport Evidence Bases in Plan Making’ where and when the assessment of transport and the production of a travel plan will be required. NPPG states, in line with NPPF, that assessment of transport implications of development will be required for developments that are of a scale that will generate a significant volume of traffic or will have a severe impact on the local highway network. NPPG also outlines Government commitment to locating development where accessibility is, or can be made, good.

6.9 The assessment of the impact of the proposal and the measures proposed are substantially in line with national policy requirements.

Local Policy

Local Plan

6.10 The Liverpool Local Plan Core Strategy is still being prepared and currently the policy governing new development is as outlined in saved UDP policies.

6.11 Policy T12 states that all new developments will be required to make provision for car parking on site, to meet the needs of the development. The level of parking to be provided should allow consideration of the accessibility of the site and future operational requirements. The proposal includes parking on site at a reduced level to acknowledge the existing mode share and excellent accessibility levels. The site sits within the outer controlled parking zone, the existing controls will assist in deterring overspill parking onto the public highway.

6.12 Policy T15 states that developments of a certain scale will be required to undertake the required level of assessment to determine whether the impact is acceptable in transport and highways terms. The proposal accords with this requirement and the submitted document shows that the development will not have a severe impact on the operation of the transport network.

Ensuring a Choice of Travel

6.13 The LCC’s SPD ‘Ensuring a Choice of Travel’ outlines local guidance on how a development can satisfy the requirements of accessibility policies and to ensure that the proposal promotes sustainable travel patterns and minimises congestion. The SPD also provides local guidance on the assessment of transport impact.

- 6.14 The transport requirements for assessing development impact vary dependent upon its type, size and location. The proposal is classified as a major development. The SPD then provides details of the method that should be used to assess development impact, in this case a Transport Statement, and whether a travel plan is required. The method used in this document accords with the advice outlined in the SPD
- 6.15 Local parking standards are provided in appendix a of the SPD. These standards are upper limits the application of which should be commensurate with the location and accessibility of a site. In the case of residential development, the SPD advises that:

'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.

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

- i. 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;
- ii. Initiatives to reduce traffic are planned for, or are being introduced, in the area; and
- iii. There is adequate off-street parking within 400m or potential for shared use of spaces (for example in mixed use developments).'

- 6.16 The proposal includes 104 parking spaces (63%), which is commensurate with the accessibility of the site, measures incorporated as part of the development to support sustainable travel and the operational requirements of the proposal. The proposal site is in a highly accessible location within the city centre, with ready access to a wide range of destinations on foot, the cycle network, citybike stations, car club and bus services. The proposal features a high level of dedicated cycle storage within the building and additional conveniently located visitor spaces, and will be supported by a travel plan.
- 6.17 The SPD outlines an Accessibility Standard Assessment to check whether a development is accessible by walking, cycling and public transport. Generally the larger the development the more accessible it will be expected to be and developers are encouraged to locate appropriate developments in areas with the best levels of access. The scoring system in the Accessibility Assessment enables developers to improve site design where a proposal is found to be lacking. An Accessibility Assessment has been undertaken for the proposal and it shows that the site meets the required level of accessibility by non-car modes.
- 6.18 The site and proposed development accord with national and local policy relating to transport.

7 CONCLUSIONS

- 7.1 SK Transport Planning Ltd (SK) has been appointed by Iliad Group to consider the transport and highways aspects of a proposed development of 164 apartments on a site off New Bird Street in the Baltic Triangle area of Liverpool. The site is currently occupied by a large industrial building.
- 7.2 The proposal has been considered in relation to national policy relating to transport matters as set out in NPPF, NPPG and relevant design standards, and in relation to local policy and guidance, with particular reference to the Liverpool City Council (LCC) Supplementary Planning Document (SPD) 'Ensuring a Choice of Travel'.
- 7.3 The site occupies a sustainable location to the south of Liverpool city centre and east of the waterfront, within the Baltic Triangle area. The site offers ready access to a wide range of local destinations on foot, and ready access to public transport services, the cycle network, citybike hire and car club vehicles.
- 7.4 The proposed development will provide 164 apartments with the main building pedestrian entrance on Jordan Street. 104 car parking spaces are proposed, including five disabled spaces, across two levels accessed from Jordan Street. Internal storage for 160 cycles is proposed, together with additional visitor space provision for eight cycles externally. The proposal will be supported by a travel plan.

- 7.5 The assessment shows that the proposal will not have a significant impact on local transport conditions and that the measures proposed are commensurate with the future requirements of the development. The proposal accords with the principles set out in local and national policy and guidance relating to transport and sustainable accessibility.