

PARKING PROVISIONS & POTENTIAL HIGHWAY IMPACTS

Upper Parliament Street, Liverpool, L8.

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1. Executive Summary

This document is produced in conjunction with the already submitted Transport Statement for the development of 95 1&2 bed apartments on Upper Parliament Street. The aim of this document is to highlight specific Policies and Guidelines set out by both Government and Local Authority's which support our proposal for the reduced amount of parking included within the proposed development.

2. Importance of Promoting Sustainable Transport

29 Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise *sustainable transport solutions will vary from urban to rural areas*.

32 All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *safe and suitable access to the site can be achieved for all people; and*
- *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.*

34 Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However, this needs to take account of policies set out elsewhere in this Framework, particularly in rural areas.

35 Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to;

- accommodate the efficient delivery of goods and supplies;
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- consider the needs of people with disabilities by all modes of transport.

36 A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.

37 Planning policies should aim for a balance of land uses within their area so that people can be

encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.

38 For larger scale residential developments in particular, planning policies should promote a mix of uses in order to provide opportunities to undertake day-to-day activities including work on site. Where practical, particularly within large-scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties.

39 If setting local parking standards for residential and non-residential development, local planning authorities should take into account;

- the accessibility of the development;
- the type, mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- an overall need to reduce the use of high-emission vehicles.

40 Local authorities should seek to improve the quality of parking in town centres so that it is convenient, safe, and secure, including appropriate provision for motorcycles. They should set appropriate parking charges that do not undermine the vitality of town centres. Parking enforcement should be proportionate.

41 Local planning authorities should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice.

3. Our responses to Key Excerpts in the National and Local Policy Guidance

Strategic Policy 1

Sustainable Development Principles

To ensure the sustainable growth of the City new development should be located and designed so that the 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 is repurposing previously developed land.

Strategic Policy 34

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 and adjacent to one of the main routes in/out of the city, whilst being supported by a range of high quality walking, cycling and public transport facilities.

Local Transport Planning Policy

As stated above The City of Liverpool is currently progressing its LDS and Core Strategy, this has saved some of the Unitary Development Plan adopted in 2002 policies for Transport i.e.

Policy T6, Cycling

The City Council will promote and support initiatives designed to maximise the role of cycling as a transport mode by:

- Introducing appropriate traffic calming and speed reduction measures on designated cycle routes and areas of high cycle usage; and
- Ensuring that secure cycling parking facilities are provided at locations regularly visited by the public and requiring new developments to provide secure cycle parking facilities.

The proposed development has incorporated ample amounts of cycle parking for the proposed residents of the site to fulfil their needs. There is also a city bikes facility directly outside the site on Upper Parliament Street.

Policy T7, Walking and Pedestrians

The City Council will implement measures to encourage walking as a mode of transport and to make the pedestrian environment safer and more convenient by:

- Improving signing, lighting, surfaces, visibility and crossing places throughout the City and particularly within the City Centre, District Centres and other shopping centres;
- Improving access and mobility for all pedestrians, and particularly disabled people and carers with small children;
- Catering for pedestrians' needs in the design of all new highway improvement schemes, traffic management schemes, the road maintenance programme, and giving consideration to the provision of safe and convenient walking routes through all major development and redevelopment sites; and
- Investigating the possibility of introducing traffic calming measures and speed reduction measures in areas where heavy pedestrian flows are experienced or can be anticipated.

Existing pathways are sufficiently wide and have been made accessible for pedestrians with the implementation of crossings and reduction in on-street parking. All of which also contribute to an enhanced environment for cyclists.

Policy T12, Car Parking Provision in New Developments

All new developments including changes of use, which generate a demand for car parking will be required to make provision for car parking on site, to meet the minimum operational needs of the development. Additional space for non-operational car parking will be permitted up to a maximum standard. This will be determined by:

- The nature and type of use;
- Whether off-site car parking would result in a danger to highway and pedestrian safety;
- Whether the locality in which the proposed development is located is served by public car parking facilities;
- Whether off-site parking would result in demonstrable harm to residential amenity; and
- The relative accessibility of the development site by public transport services.

The development is an infill into the existing fabric of the street and will transition smoothly into the existing amenities like shared trips in the area i.e. place close to universities, hospital, cultural districts, and places of work.

The residential development proposes to provide 63% parking with the intention that they will utilise the key location and services on offer, as well as the reduced need for a car owing to the nature of the development and its geographical position in relation to nearby Universities/Educational Facilities.

4. Ensuring a Choice of Travel

Adopted in December 2008, this SPD was written to provide guidance to future developers with regards to access and transport requirements of new developments. The objectives of this SPD are to achieve the following aims:

- Ensure that there is reasonable access to new developments, through a good choice of transport methods;
- To reduce the environmental impact of travel;
- To improve road safety;
- Promote healthier lifestyles and reduce the level of traffic growth and congestion;
- Reducing car parking spaces in new developments where appropriate.

The Citybike scheme which operates throughout Liverpool City Centre and beyond is the second largest to only London, and provides the local population with a high level of access to bicycles. A total of 140 stations are in operation across the city and provides a range of different tariffs to ensure choice for everybody. This facility not only serves the community and provides it with access to local employment, leisure, and cultural attractions, but it also serves the development and makes it accessible by cycle.

Adjacent to the front of the site is existing bus stops on either side of the road which will be maintained and not affected by the proposed development, they also reside within close proximity (75m from one end of the site) to the potential occupiers. This provides a full service of accessibility to other parts of the city as well as other modes of public transport, falling in line with the SPD framework.

5. 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. There is a clear presumption in favour of sustainable development.

The reuse of a brownfield site within the urban environment regenerates the use of the land and improves the local context and amenities. Utilising the existing links in and around the site provides it with already well established networks and infrastructures that most new developments are in need of, whilst no changes to the existing fabric are needed to integrate the development. Both public transport and cycle routes are existing and provide connections to a host of locations and facilities in and around the city.

The proposed development in this location has the ability to achieve a high level of accessibility by walking, cycle and public transport in accordance with planning policy guidance related to urban areas.

Given the highly accessible location there is space for 63% of the apartments within the development to have 1 No. car each. As is the case with many residential schemes, it is anticipated that prospective residential purchasers/renters will have made a choice that they wish to live in a busy urban environment where car ownership may be considered to be unnecessary and this figure of 63% is felt to reflect these needs. For those who do own a car, there are obviously significant numbers of car parking spaces available elsewhere within the city centre where contract parking can be secured if required. In addition, 88 no. internal & external cycle spaces are proposed for residents. The nature of the development and the end user is such that the parking spaces will be offered for rent/sale as an addition to the apartments and so most potential end users will be fully aware of the 1 or no car policy and be provided with an up to date travel plan, detailing and outlining all public transport services, timetables etc

It may be noted that a no, or limited, car parking approach is suitable for some locations that have well established sustainable/public transport connections already in place. The proposed development therefore meets the local policy guidance which promotes sustainable transport choices in order to mitigate the impact of proposals on the environment, respond to congestion affecting roads and public transport in the area, and promote healthier lifestyles. The proposed road layout for the development operates on a one-way system effectively joining two cul-de-sacs (Verulam Close and Carlingford Close) but in a controlled way. The proposed car park will not be open to non-residents and so there will be no opportunity for un-authorised use of the car park area by the wider community and therefore no adverse impact on the highway.

Verulam Close and Carlingford Close are both minor roads that are accessed from Selbourne Street which is again a minor road. Access to Upper Parliament Street is via Mulgrave Street or Kingsley Road. We believe that the 'hidden' nature of these streets will assist in the control of off site parking by any future visitors to the proposed building. The building itself has been designed to have a prominent street elevation facing on to Upper Parliament Street with clear entry points. Any visitors / residents will be naturally drawn to the access points on Upper Parliament Street rather than the rear entrances which are of a more secluded nature and more difficult to access.

On the basis of the information outlined in the previous sections, it is considered that the proposal would accord with the Ensuring a Choice of Travel – SPD, Design for Access for All – SPD and Liverpool’s Local Transport Plan.