Proposed Business Development, Mount Vernon Green, Liverpool

Transport Statement

Proposed Business Development, Mount Vernon Green, Liverpool

Transport Statement

JMP Consultants Limited
Castle Chambers
43 Castle Street
Liverpool
L2 9SH

T 0151 231 6140
F 0151 231 6141
E liverpool@jmp.co.uk

www.jmp.co.uk

Job No. NW90454

Report No. 001

Prepared by EB

Verified HC

Approved by PS

Status Final

Issue No. 1

Date 3rd February 2011

Proposed Business Development, Mount Vernon Green, Liverpool

Transport Statement

Report

Contents Amendments Record

This document has been issued and amended as follows:

Status/Revision	Revision description	Issue Number	Approved By	Date
Draft		1	PS	31/01/2011
Final		1	PS	03/02/2011

Contents

Appendices

APPENDIX D Proposed Development Layout, Turning Movements and Visibility Splays

1 Introduction

Background

1.1 JMP Consultants Ltd (JMP) has been commissioned by Owen Ellis Architects (on behalf of the Roman Catholic Archdiocese of Liverpool) to prepare a Transport Statement for a proposed office development. The site is currently occupied by an existing building, a former secondary school (built in the 1960's), which closed in the early 1990's. The building was then converted to house the headquarters of a social enterprise, 'Local Solutions' the management of which are aware of the redevelopment proposals and hope to remain as tenants at the site.

1.2 A Framework Travel Plan has also been produced for the proposed development in conjunction with this Transport Statement as part of the overall planning application for the site.

1.3 The site is currently used as office, conference and training facilities by Local Solutions.

1.4 This Transport Statement has been produced in line with the latest DfT 'Guidance on Transport Assessment'. Some sections of this Transport Statement are repeated in the Travel Plan to enable them each to be read as standalone documents.

1.5 Preliminary information regarding the development proposals was received from Robert Owen at Owen Ellis Architects and Heather Akehurst at Local Solutions.

1.6 JMP agreed the scope of the Transport Statement through liaison with Development Control Officers at Liverpool Council.

Scope of Report

1.7 This report aims to provide an assessment of the transport impacts of the proposed development. The report has been produced in eight sections including this introduction.

1.8 Section two of this report provides a relevant policy overview.

1.9 Section three discusses the existing transport conditions at the site whilst section four details the sustainable travel options available to site users.

1.10 Section five details the proposed development at the site.

1.11 Estimated trip generations associated with the development are included in section six.

1.12 Section seven discusses the development impact. Section eight discusses the visibility splays and servicing arrangements.

1.13 The conclusions and recommendations of the study are included as section nine.

2 Policy Context

Overview

2.1 Communities and Local Government [CLG] issue the Planning Policy Statements [PPS] which set out the Government's policies in relation to various aspects of planning.

2.2 Relevant local policy to the proposed development in Merseyside can be found in the Merseyside Local Transport Plan Two.

2.3 This section of the report examines the relevant guidance for the proposed development in terms of both transport and accessibility issues.

National Policy

Planning Policy Statement 1: Delivering Sustainable Development

2.4 PPS1 was published in 2005 as a replacement for Planning Policy Guidance [PPG] Note 1: General Policies and Principles. It sets out the Government's national policies on different aspects of land use planning in England; PPS1 establishes the overarching planning policies on the delivery of sustainable development through the planning system.

2.5 Within the objectives that the Government lays out in PPS1, it proposes that planning should facilitate and promote sustainable and inclusive patterns of urban and rural development by:

"making suitable land available for development in line with economic, social and environmental objectives to improve people's quality of life" whilst also "ensuring that development supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and key services for all".

2.6 PPS1 states that planning for sustainable development requires a number of vital factors to be adhered to, these are; social cohesion and inclusion, protection and enhancement of the environment, prudent use of natural resources, sustainable economic development and integrating sustainable development in development plans.

Planning Policy Guidance 13: Transport

2.7 PPG13 sets out the national planning policy framework for transport issues. The guidance builds on policies developed within the Government's 1998 White Paper, "A New Deal for Transport: Better for Everyone" [DETR] which highlighted the need to deliver an integrated transport policy and sustainable development patterns.

2.8 The most recent version of PPG13 was published in January 2011 and contains the core aim of increasing co-ordination between land use planning and transport, at the national and local level. It also emphasises the need to reduce the need to travel, especially by car. Thus, travel by foot, cycle and public transport should be promoted within new developments.

2.9 PPG 13 is based on the following key objectives:

"…to:

- *Promote more sustainable transport choices for both people and for moving freight;*

- *Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling; and*
- *Reduce the need to travel, especially by car." (Paragraph 4).*

2.10 When preparing documentation plans and considering planning applications, local authorities are also advised to:

- *"…ensure that development comprising jobs, shopping, leisure and services offers a realistic choice of access by public transport, walking and cycling…,*
- *…use parking policies, alongside other planning and transport measures to promote sustainable transport choices and reduce the reliance on the car for work and other journeys." (Paragraph 6)*
- *"…seek to make maximum use of the most accessible sites, such as those in town centres and others which are, or will be, close to major transport interchanges." (Paragraph 21)*

2.11 PPG 13 provides considerable guidance and commentary on the role of maximum parking standards for new development, reflecting the fact that car parking has a major influence on transport mode choice. The guidance suggests that Local authorities should:

- *"ensure ... levels of parking provided in association with development will promote sustainable transport choices;*
- *Not require developers to provide more spaces than they themselves wish;*
- *Encourage the shared use of parking, particularly in town centres and as part of major proposals: for example offices and leisure uses (such as cinemas) might share parking because the peak levels of use do not coincide..."*

2.12 With regard to transport assessments, PPG13 states the importance of demonstrating that the development is accessible by a range of transport modes, including public transport, walking and cycling. This is to take into account journey times, public transport frequency, quality, safety and access for disabled people.

Local Policy

Local Transport Plan for Merseyside Plan Two 2006/07 – 2010/11

2.13 The Merseyside LTP Partnership consists of Merseytravel and the five district councils of Merseyside - Knowsley, Liverpool, Sefton, St Helens, and the Wirral.

2.14 The LTP for Merseyside sets out its vision for the future;

1. "*a fully integrated safe transport network for Merseyside which supports economic and social regeneration and ensures good access for all, and which is operated to the highest standards to protect the environment and ensure quality of life."*

2.15 The LTP also sets out five year aims, these are listed below;

- Provide appropriate infrastructure to improve the capacity and efficiency of the transport network and support areas where the economy is growing.
- Provide access for all to provide better links to employment, education and health.

- Manage demand for travel to ensure that our roads do not become congested and affect the efficient movement of public transport and freight.
- Protect/enhance the environment by taking positive measures to reduce the impacts of travel demand.
- Support a healthier community by addressing air and noise problems caused by traffic and promote cycling and walking.
- Make best use of our existing resources by ensuring an efficient maintenance regime.

Conclusion

2.16 The proposed development at Hall Lane/Mount Vernon Green is compliant with the main principles of the objectives and criteria as stated in the national and local policy guidance. The proposed development site benefits from the proximity of the existing, and well-established public transport infrastructure.

2.17 The proposed development satisfies the key objectives within PPG13 by being able to promote more sustainable transport choices to access the site, thus reducing the reliance on the use of the private car. Accessibility by foot, cycle and public transport is discussed in detail later in this report, together with a proposed framework Travel Plan document to compliment the development proposals.

3 Existing Conditions

Site Description

3.1 The proposed development site is located on Hall Lane/Mount Vernon Green, close to the A5047 - between its junction with Mount Vernon Green and the Minshull Street/New Hall Lane crossroads, Liverpool both of which are currently under construction.

3.2 The site is bounded by the Royal University Hospital to the west, the University of Liverpool to the south west, the A5047 Mount Vernon / Irvine Street / Archbishop Blanch School to the south, and residential areas to the north and east.

3.3 The proposed development site is currently occupied by a social enterprise called 'Local Solutions', who have an office base at the site whilst also regularly hosting conference and training facilities.

3.4 Land use in the immediate vicinity of the site is residential to the north and east of the site and a mixture of educational and healthcare institutions to the south and west. The site location is illustrated at **Figure 1.1** at **Appendix A**.

3.5 Discussions with staff at Local Solutions have indicated that the main operational hours of the site are between 07:30 and 19:00 Monday to Friday for staff and training sessions usually take place between 09:00 and 17:00 although these occur on demand and vary on a daily basis as with conferences which also vary in times. Local Solutions have 80 members of staff based on site and numerous others who work offsite and attend regularly. Local Solutions have issued a total of 120 permits to their staff for the site. As such, there is currently pedestrian and vehicle demand generated by the development site.

3.6 Clearly, there are periods when the conference element of the site generates little or no traffic movements. However, when these facilities are in use it is very likely to generate traffic much more intensively than would be the case for the proposed future use of the site.

Site Access

3.7 The site is currently accessed by all modes via a give-way access junction on Mount Vernon Green. Due to roadworks at the time of the site visit, some restrictions on traffic movements were in place but the site access remained open.

Highway Network

3.8 There were ongoing highway works on many of the roads around the site at the time of the site visit. The works included road widening, pavement upgrades and alterations to junction arrangements.

3.9 Mount Vernon Green contains the existing vehicular site access. It is a short single carriageway road with a width of approximately 7m providing one lane in each direction. It connects the A5047 with the B5340 Hall Lane. Ongoing roadworks made it unclear whether on-street parking would be permitted on this road. Footways were also undergoing improvement works at the time of the site visit. New pedestrian crossing facilities are to be provided at the junction of Mount Vernon Green with the A5047 (on the northern and eastern arms).

3.10 In the vicinity of the site the A5047 Mount Vernon will be a dual carriageway road providing two or three lanes in each direction. This road was under construction at the time of the site visit although it is expected that parking will not be permitted along its length. There are new footways being installed on both sides of the carriageway which are approximately 2.5m wide.

3.11 The A5047 Mount Vernon provides an excellent link between the city centre and the M62 at Broadgreen. The M62 provides links to many destinations on the strategic network including Warrington, Manchester, Rochdale, Leeds and the M57, M6, M60, and M1 motorways. The A5047 also links with the Mersey tunnels providing access to Birkenhead on the Wirral and beyond.

3.12 The B5340 Hall Lane, which runs to the north east of the site, is a single carriageway road with a width of 7-10m providing one lane in each direction. To the east of the junction with Mount Vernon Green, parking bays are provided along both sides of the carriageway to the junction with Albert Edward Road. These bays are for permit holders only, with the remainder of the road having parking restrictions in the form of double yellow lines. Adequate footways are present on both sides of the carriageway.

3.13 Minshull Street will be a dual carriageway road providing two lanes in each direction. There are double yellow lines along both sides of the road and bus stops are located in both directions to the south of the junction with Paddington. The junction with Paddington has been redeveloped and includes pedestrian crossings with dropped kerbs and tactile paving. The junction with the A5047 Mount Vernon was not in use at the time of the site visit due to ongoing improvement works but will have comprehensive pedestrian crossing facilities when open to traffic.

3.14 All the roads in the area are subject to a 30mph speed restriction and have acceptable footpaths and levels of street illumination.

Traffic Restrictions

3.15 At the time of a site audit undertaken on Tuesday 25th January 2011 at approximately 16:30, roadworks were ongoing along the A5047 and other adjacent roads, this included closures to sections of the A5047, Mount Vernon Street and Minshull Street as well as restricted traffic flows along Mount Vernon Green.

Traffic Counts

3.16 In order to get an understanding of the level of traffic generated by the existing site a traffic count was undertaken at the site on Tuesday 25th January 2011 between 16:30 and 17:30. It is understood that at this time there were no conferences or training sessions occurring at the site and so the figures provide baseline staff data only. There were only 36 vehicles parked on the site at 16:30 although there are currently 80 members of staff based at the site and 120 who have permits to park in the car park. The car park can currently hold up to 138 vehicles. It is assumed that during peak training and conference times the car park may be close to full.

4 Sustainable Transport

Site Audit

4.1 An audit of existing conditions was undertaken by JMP to assess the layout and accessibility of the proposed mixed-use site and the surrounding area.

Sustainable Transport

4.2 Planning Policy Guidance identifies the need for proposals to be accessible by various modes of travel to reduce the reliance on the private car and therefore reduce the number of individual private car journeys.

4.3 This section discusses the walking, cycling and public transport links within the vicinity of the Site. **Figure 1.1** in **Appendix A** illustrates the approximate locations of the sustainable transport infrastructure provisions.

Public Transport Provision

Bus Provision

4.4 PPG13 states that developments should be located at or near public transport networks.

4.5 The development site benefits from being located within approximately 130 metres walking distance of the bus stop on the eastbound carriageway of the A5047 North View; the westbound bus stop is located on Holland Place a little further away. It is approximately 400 metres walking distance of the bus stops on the north and southbound carriageways of Minshull Street (south of its junction with Paddington). A new bus stop may also be located on the westbound carriageway of the A5047, however at the time of the site visit roadworks were ongoing and it was unclear where this would be located.

4.6 The recommended walking distance from a development to a bus stop by IHT in their 'Guidelines for Planning for Public Transport in Development' is 400m. The walking distances from the development site to the local bus services are therefore within the recommended distance.

4.7 The main bus stops within the vicinity of the site are indicated on **Figure 1.1** in **Appendix A**.

4.8 All the bus stops in the area have good waiting facilities for passengers with shelters, seating and bus timetable information. The bus routes serving the site via the bus stops on Minshull Street are outlined in **Table 3.1**. These routes provide a good service to destinations in the local area including Liverpool city centre, Halewood, Speke, and Aigburth. The services provide more than five services per hour during the weekday peak hour periods. The information was obtained from the Merseytravel website.

Table T3.1 Existing Bus Services at Minshull Street

Service Number	Serving	Operator	Monday to Friday			Saturday		Sunday
			Peak	Day	Evening	Day	Evening	
76/76A	Liverpool - Halewood	Arriva	30/60	30/-	60	30/-	60	-/60
77	Liverpool - Halewood	Arriva	-	-	60	-	60	60
201	Speke – Royal Liverpool Hospital	Merseytravel service	-	3 service	-	3 servic	-	3 services

				s		es		
801	Springwood Cemetery – Royal Liverpool Hospital	Merseytravel service	-	-	-	-	-	2 services
877	Liverpool – Speke, Jaguar Factory	Merseytravel service	-	1 service	-	-	-	-
C4	Citylink Circulars: Dingle Mount – city centre – Dingle Mount	Merseytravel service	30	30	30	30	30	30
C5	Citylink Circulars: Dingle Mount – city centre – Dingle Mount	Merseytravel service	30	30	30	30	30	30

4.9 The services to be routed via the new bus stops on the A5047 are currently unknown due to ongoing roadworks. However, it is envisaged that the following services outlined in Table 3.2 will stop within a few metres of the site entrance on the A5047. In addition to these buses other services operate along the A57 to the north of the site and whilst the distance to the stops is outside the recommended walking distance, some people may find these useful for accessing areas including Old Swan, Prescot and St Helens.

Table T3.2 Bus Services along A5047

Service Number	Serving	Operator	Monday to Friday			Saturday		Sunday
			Peak	Day	Evening	Day	Evening	
6	Liverpool – Huyton/Warrington	Arriva	30	30	-	30	-	-
7	Liverpool - Huyton	Arriva	30	30	30	30	30	30
14	Liverpool – Widnes - Runcorn	Halton Transport	15	15	30	15	-	20
61	Liverpool – Widnes - Runcorn	Halton Transport	15	15	-	15	-	60
78	Liverpool - Halewood	Arriva	20	20	20	30	-	30
79	Liverpool - Netherley	Arriva	5	5	30	6	30	15

4.10 Bus connections link the site to the city centre stations, providing a practical commute from stations along the Wirral and Northern Lines.

4.11 In summary, the development site is served by high frequency of bus services providing links to a number of local and regional destinations.

Rail Provision

4.12 The nearest rail station to the site is Edge Hill Railway Station which is located approximately 1km to the southeast of the proposed development site (as indicated on **Figure 1.1**).

4.13 The IHT 'Guidelines for Planning Public Transport in Development' recommend a maximum walking distance of 900m from a development site to a train station. The walking distance from the proposed development to a train station is therefore just outside that stated. The distance from the site to the station may discourage staff and visitors from the use of this mode.

4.14 The 14, 61, 78, 79 and 79C bus services provide a frequent link between bus stops on the A5047 and Holland Place and Edge Hill Railway Station.

4.15 Edge Hill rail station provides direct access to the City Line. The services provide users at this station with access to numerous rail destinations including Liverpool city centre, Manchester, Wigan, and Warrington. A simple interchange at Liverpool city centre also provides access to all Northern Line and Wirral Line destinations including Southport, Ormskirk and Hunts Cross stations on the Northern Line and Birkenhead Central, Hamilton Square, Ellesmere Port and Chester stations on the Wirral Line.

4.16 In conclusion, the development is slightly too far from the railway station to be convenient for some people however the connecting bus services stop within the recommended walking distance; however some people may choose to use rail services to access the site, particularly in combination with cycling.

Pedestrian and Cyclist Provision

Pedestrian Facilities

4.17 PPG13 states that for distances under two kilometres walking offers the greatest potential to replace the use of the car,

i. "*Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under 2km*." (Paragraph 75 PPG 13).

4.18 There is clearly considerable variation in what may be regarded as an acceptable walking distance. The IHT Guidelines for Providing Journeys on Foot (IHT 2000) provides more comprehensive advice. For example the suggested acceptable walking distances for town centres is given as a range, from a desirable 200m to a preferred maximum of 1,200m.

4.19 In terms of commuting journeys by foot, the desirable distance is 500m, the acceptable distance is 1,000m and the preferred maximum is 2,000m. However, the distance that people are prepared to walk depends upon many factors. There are obvious physical factors such as age, health and disabilities, and there are factors concerning the quality of the route and the environment.

4.20 In general, all footways within the vicinity of the site are of good quality and are of acceptable width, with dropped kerbs provided at crossing points. A suitable level of street lighting is present throughout the area. Generally, the pedestrian facilities and enhanced crossing facilities on junctions to the west of the site encourage movement by foot within the vicinity of the development site and provide adequate links to the nearest bus stops on the A5047 Holland Place and Minshull Street, thus encouraging sustainable travel by employees and visitors at the proposed site.

4.21 There are a numerous residential areas within the 2km maximum desirable walking distance such as Kensington, Fairfield, Edge Hill, Toxteth, Everton, Newsham Park and the city centre. There are also good public transport facilities within easy walking distance of the site, The pedestrian links to surrounding residential areas and public transport facilities are adequate (excluding the temporary impact of roadworks) and hence should encourage travel on foot.

Cycle Facilities

4.22 There are currently no dedicated cycling facilities present on the A5047 Mount Vernon or B5340 Hall Lane; however, there is a cycle stop line at the junction of the A5047 Mount Vernon and Mount Vernon Green and the roads in the area are wide enough for cyclists to use them. In addition to this, Albany Road, Marmaduke Street, Overton Street, Gladstone Road and Dorothy Street in close proximity to the site are Liverpool City Council recommended cycle routes. There is also an on-road cycle route along Jubilee drive to the east and an on-road signed route along Oxford Street linking with Lime Street Station to the west. The railway station itself also has cycle parking facilities. JMP consider that given the existing suggested cycle routes in the vicinity of the site and any potential improvements that may be added with the ongoing roadworks, that conditions are generally favourable to cyclists. Jubilee Drive, Marmaduke Street, Overton Street and Harbord Street can be used by cyclists who may choose to travel to the site by cycle from Edge Hill rail station as these are Liverpool City Council recommended cycle routes.

Minimum Accessibility Standard Assessment

4.23 The Minimum Accessibility Standard Assessment has been completed to ensure minimum accessibility standards will be met. Where necessary the assessment can then be used by the local council to seek modifications to the planning application and make recommendations to the local planning authority. The following factors are considered when assessing the accessibility of the development:

- Location
- Development Size#
- Walking
- Cycling
- Public Transport
- Vehicle Access

4.24 The completed MASA forms are included as **Appendix B**.

4.25 As can be seen from the completed MASA forms the development meets the minimum accessibility requirements.

Conclusions

4.26 In conclusion, the site is suitably located to encourage use of sustainable modes of transport including bus, bicycle, journeys on foot and rail when linked with other modes.

5 Proposed Development

General

5.1 The application is in outline only covering 14,007 square metres of floor space. Thus, the plans and proposed split of units are illustrative only at this stage and this matter will be for determination at the reserved matters stage but it provides a good indication as to how the site could come forward at a later date and that the number of units sought can be accommodated on the site. The proposed development use is comprised as follows:

- 9,375 square metres of offices/laboratories/light industry (Use Class B1)
    - Of this lettable space 2,472 square metres is to be occupied by the current tenants Local Solutions.
- 4,632 square metres of car parking and general circulation

5.2 An illustrative layout plan of the proposed development is shown in Figure 1.2 in **Appendix C.** That plan also shows the proposed access points. The access points are also shown on the access drawing which accompanies the application.

Access

Vehicle

5.3 Vehicular access to the proposed development is only possible from Mount Vernon Green/Hall Lane. By locating the entrance towards the northern end of the site and away from the junction with the A5047 the necessary car park will be screened from view by the new buildings. As can be seen in the Proposed Development Layout Figure 1.2 in **Appendix C**, this access point is 95 metres from the junction of Mount Vernon Green and the new A5047 and at a point where good lines of sight can readily be achieved.

5.4 Servicing vehicles will access the site via the same access point outlined above.

Pedestrian

5.5 The main pedestrian access to the development will be via a gate in the southern boundary to allow access for Local Solutions staff and visitors. The exact position of the gate is to be determined when the location of the bus stops on the new road become known. The improvements to the footways around the site which are currently ongoing will encourage employees and visitors at the site to travel on foot.

Emergency access

5.6 Emergency vehicles will be able to access the site without the requirement for any additional emergency access arrangements.

Parking Provision

Vehicle Parking

5.7 Liverpool City Council's parking standards as set out in the SPD document 'Ensuring a Choice of Travel' states that a maximum total of one space per 40 square metres should be followed. This allows for a maximum of 235 spaces on the site which is the same figure proposed for the development.

5.8 In accordance with the standards set out in ‘Ensuring a Choice of Travel’ as there are to be over 200 spaces on the site, 6 plus an additional 2% of the total should be allocated as disabled bays. This would mean a total of 11 bays are to be designated for use by disabled people only. The development will accommodate the required provision.

5.9 All parking provision is, of course, subject to detailed design but importantly it can be accommodated on site within the Council’s guidelines, and will avoid any conflict with the residents parking scheme which already exists in the adjoining area.

Cycle and Motorcycle Parking

5.10 Cycle parking will include spaces for 30 bicycles in secure covered areas on site for staff use as well as 36 spaces within covered areas for customers and visitors. This exceeds the minimum requirement outlined in ‘Ensuring a Choice of Travel’ which requests 1 space per 400 square metres for staff and 1 space per 300 square metres for customers/visitors.

5.11 Space for 12 motorcycles will also be included within the site; this exceeds the minimum requirement of 1 space per 875 square metres as outlined in ‘Ensuring a Choice of Travel’.

6 Traffic Generation

Introduction

6.1 In order to determine the impact of the proposed development on the local highway network, JMP has calculated the trip generation of the development.

6.2 The latest version of the TRICS database has been utilised to generate the traffic generation, as set out below.

Vehicle Trip Generation

Existing Trip Generation

6.3 The operational hours of the existing site usage are likely to have some traffic impact in both peak periods. However, in order to provide a robust trip generation assessment, the existing vehicle trips generated by the development site have been disregarded and hence have not displaced any of the calculated proposed development trips.

Employment – Office

6.4 The employment 'office' use class within TRICS has been utilised. Sites selected in TRICS included town centre, and edge of town centre sites. The sites were selected to ensure that sites of a similar location type were included in the dataset. The average weekday morning and evening peak generations have been produced and these are shown in **Tables T6.1** and **T6.2** below. The full TRICS output is included in **Appendix C.**

Table T6.1 Trip Rate per 100sqm of office floorspace

Time Period	Arrivals	Departures	Total two-way
AM Peak (0800-0900)	0.869	0.141	1.010
PM Peak (1630-1730)	0.169	0.810	0.979

6.5 Based on the proposed number of units as set out in Section 3 the following trip generations have been calculated.

Table T6.2 Traffic Generation for Proposed Office Use

Time Period	Arrivals	Departures	Total two-way
AM Peak (0800-0900)	81	13	95
PM Peak (1700-1800)	16	76	92

6.6 From the above table the office element of the development is likely to generate a total of 95 traffic movements during the morning peak period and 92 traffic movements during the evening peak period.

6.7 From a highway operation and safety perspective, given the calculated traffic generation of the developments it is not anticipated that there would be any difficulty in accommodating the development traffic on the local network; particularly as current traffic generation has not been deducted.

6.8 It is also important to stress that a mixture of class B1 uses are proposed, whereas our assessment provides a worst case scenario of assuming all the space will be used as offices.

7 Development Impact

7.1 As agreed with Liverpool City Council, junction analysis is not required as part of this Transport Statement. As the junctions surrounding the site are undergoing improvement works it is understood that the slight increase in traffic at the site due to the development work will be easily accommodated by the new road layouts and junction improvements. It is therefore expected that the traffic around the site will not be adversely affected by the proposed development.

8 Visibility Splays and Turning Movements within the Site

8.1 Liverpool City Council asked JMP to look into the visibility splays at the new site vehicle access junction as well as the turning movements within the site for servicing vehicles. Figure 1.3 Turning Movements and Visibility Splays in **Appendix D** shows the arrangements of the movements for servicing and refuse collection vehicles as well as the visibility splays at the access to the site.

8.2 Our analysis using Autotrack for the turning movements within the site indicate that only minor changes are needed to the curve of the access kerbline in order to enable servicing vehicles to use the access increasing the radius of the curve from 2.5m to 3.5m. The road network within the site allows for appropriate internal turning areas enabling service vehicles to access the service bays and arrive at and leave the site in forward gear.

8.3 The visibility splay analysis indicates that minor changes to the boundary fence are required to enable good visibility to the south of the access (a 40m 'y' distance as advised in "Manual for Streets"). This is not an issue as the land is in the ownership of the applicant. With the boundary fence pushed back slightly the visibility splays from the access are acceptable. This also realigned two parking bays within the site; this has been achieved without any intrusion onto the internal road space and still allows room for servicing vehicles to move within the site.

9 Conclusions and Recommendations

Conclusions

9.1 Based on the findings of this assessment it can be concluded that:

- The development is well linked to the existing pedestrian and public transport network. The development site is located within the IHT recommended walking distance of bus services which provide access to a number of destinations.
- The traffic generation of the development has been estimated using trip rates from the TRICS database. The traffic generation of the proposed development will not have a material impact on the surrounding highway network.
- Parking provision for the development is in accordance with Liverpool City Council's parking standards. JMP conclude that the level of parking demand generated by the site will not have a material impact on the surrounding highway network. There is sufficient capacity on-street and off-street to absorb car parking demand.
- The required visibility splays at the vehicular access point and servicing arrangements are appropriately accommodated by the development proposals.

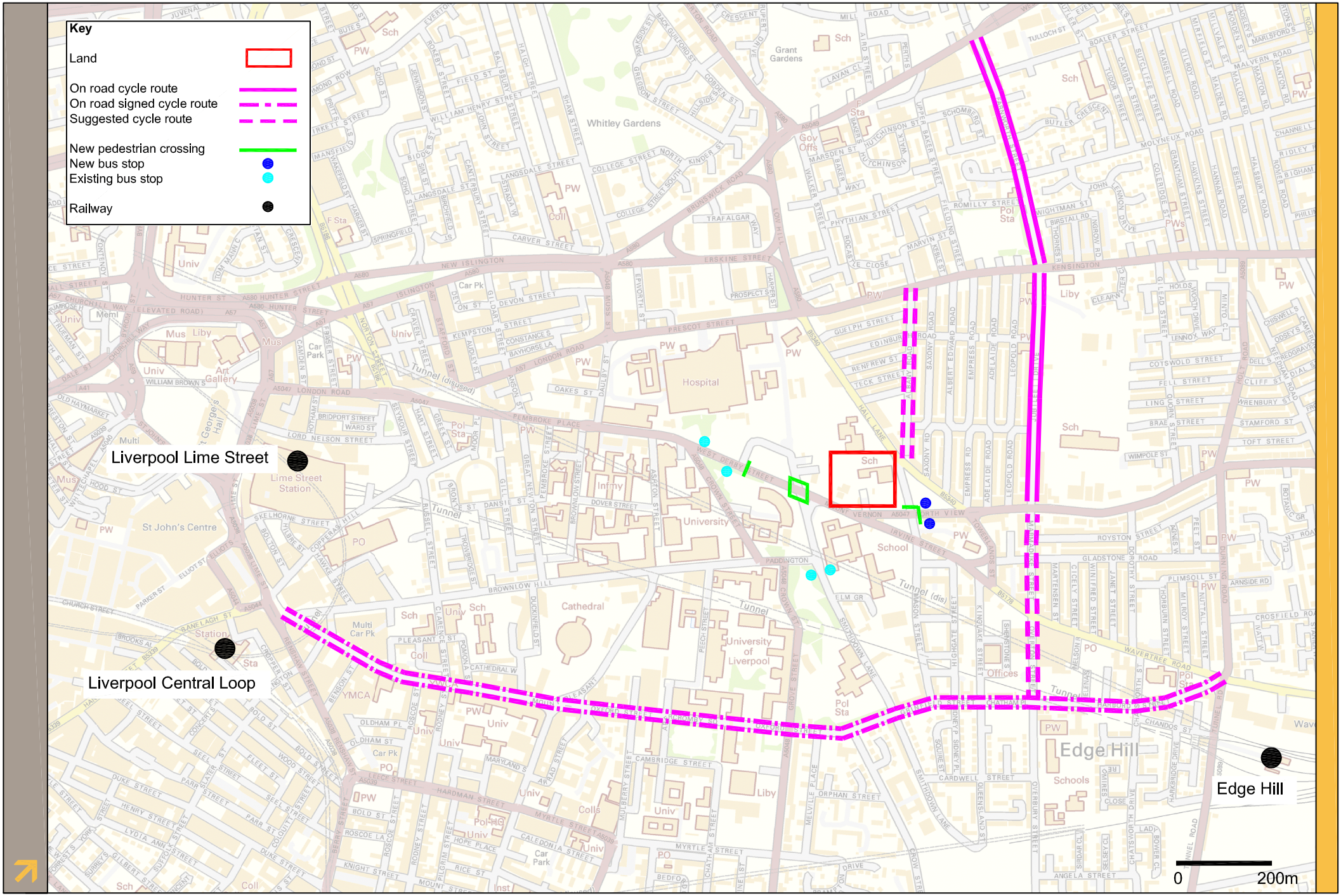
9.2 On this basis of this Transport Statement, we would expect the proposed development to result in no material increase in peak hour traffic. The layout of the development is such that the local highway network would not be adversely affected.

Recommendations

9.3 In light of the information provided, JMP concludes that there are no traffic or transportation grounds on which to refuse the proposed development application.

Appendix A

Site Location Plan



NW90454 Land at Mount Vernon Green

Site Location

Figure 1.1

Appendix B

MASA

Minimum Scores

3.11 The minimum standard scores which are detailed have been developed through open and transparent testing by partner authorities and stakeholders on Merseyside. The scores have been tried and tested by transport and development professionals on real life developments.

Table 3.1: Minimum Levels of Accessibility: Minimum Scores for 'Medium' 'Large' and 'Major' Developments

Development Type	Location (see key below)	Development Size	Minimum score for walking	Minimum score for cycling	Minimum score for public transport	Minimum score for vehicle access
A1 Retail D2 Assembly & Leisure	Urban Centre	Major & Large	2	5	5	3
		Medium	2	3	3	2
	Other Urban	Major & Large	4	5	6	2
		Medium	4	3	4	1
A3 Restaurants & Cafes A4 Drinking Establishments A5 Hot Food Takeaway	Urban Centre	All	1	4	4	3
	Other Urban	All	4	5	4	1
A2 Financial and Professional Services	Urban Centre	Major & Large	2	5	5	3
		Medium	2	4	5	2
	Other Urban	Major & Large	4	5	6	1 or 3 [(2)]
		Medium	4	4	4	1
B1 Business (including educational sites)	Urban Centre	Major & Large	2	5	5	3
		Medium	2	4	5	2
	Other Urban	Major & Large	4	5	6	1 or 3 [(2)]
		Medium	4	4	4	1
B2 Industrial Uses	Urban Centre	Major & Large	n/a	n/a	n/a	n/a
		Medium	2	4	4	1
	Other Urban	Major & Large	2	3	5	1 or 3[(2)]
		Medium	2	2	4	1
B8 Storage and distribution	Urban Centre	Major & Large	n/a	n/a	n/a	n/a
		Medium	2	4	4	1

Development Type	Location (see key below)	Development Size	Minimum score for walking	Minimum score for cycling	Minimum score for public transport	Minimum score for vehicle access
	Other Urban	Major & Large	2	3	5	1 or 3[2]
		Medium	2	2	4	1
C1 Hotels	Urban Centre	Major & Large	2	5	5	3
		Medium	2	3	5	3
	Other Urban	Major & Large	4	5	5	1
		Medium	4	3	4	1
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
C2 and D1 Residential and non-residential institutions (medical centres, museums and galleries, public halls and meeting places)	Urban Centre	All	2	5	5	3
	Other Urban	All	4	5	6	1

Notes:

(1) Urban Centres = Urban Centres in Liverpool are the City Centre (as defined by the Liverpool Vision City Centre boundary in Appendix F), and District Centres as shown on the UDP/LDF proposals map.

Other Urban = The areas that are not in the City / District Centres.

(2) In locations outside of the main centres, if reduced parking standards can not be applied with on-street parking controls (score 3), then the maximum parking level may be sought (score 1)

Minimum Accessibility Standard Assessment

Minimum Accessibility Standard Assessment

Proposal: Offices, Laboratory, light industry development.

Minimum Accessibility Standard Assessment

Address: Mount Vernon Green, Liverpool

Completed By: EMILY BLOOS, TRANSPORT PLANNER, JMP CONSULTANTS LTD.

Access Diagram				
Has a diagram been submitted which shows how people move to and through the development and how this links to the surrounding roads, footpaths and sight lines? (This can be included within the Design and Access Statement, see Section 2.25.) If a diagram has not been submitted your application may not be processed.				**Yes / No**
Access on Foot			**Points**	**Score**
Safety	Is there safe pedestrian access to and within the site, and for pedestrians passing the site (2m minimum width footpath on both sides of the road)? If no your application must address safe pedestrian access.			(Yes) / No
Location	Housing Development: Is the development within 500m of a district or local centre (see Accessibility Map 1 in Appendix F) Other development: Is the density of existing local housing (i.e. within 800m) more than 50 houses per hectare (see Accessibility Map 4 in Appendix F)	Yes	2	2
		No	0	
Internal Layout	Does 'circulation' and access inside the sites reflect direct, safe and easy to use pedestrian routes for all; with priority given to pedestrians when they have to cross roads or cycle routes?	Yes	1	1
		No	0	
External Layout	Are there barriers between site and local facilities or housing which restrict pedestrian access? (see Merseyside Code of Practice on Access and Mobility)e.g. • No dropped kerbs at crossings or on desire lines; • Steep gradients; • A lack of a formal crossing where there is heavy traffic; • Security concerns, e.g. lack of lighting.	There are barriers	-2	1
		There are no barriers	1	
Other	The development links to identified recreational walking network (see Accessibility Map 1). If no, please provide reasons why not.			(Yes) / No
			Total (B)	4

Summary			**Comments or action needed to correct any shortfall**
	Box A: Minimum Standard (from Table 3.1)	4	
	Box B: Actual Score	4	

Access by Cycle			Points	Score
Safety	Are there safety issues for cyclists either turning into or out of the site or a road junctions within 400m of the site (e.g. dangerous right turns for cyclists due to the level of traffic)? If yes, you must address safety issues in your application.			Yes / (No)
Cycle Parking	Does the development meet cycle parking standards, in a secure location with natural surveillance, or where appropriate contribute to communal cycle parking facilities? If no, you must address cycle parking standards and cycle parking facilities.			(Yes) / No
Location	Housing Development: Is the development within 1 mile of a district or local centre (see Accessibility Map 1) Other Development: Is the density of local housing (e.g. within 1 mile) more than 50 houses per hectare (see Accessibility Map 4 in Appendix F)	Yes	2	
		No	0	2
Internal layout	Does 'circulation' and access inside the site reflect direct and safe cycle routes; with priority given to cyclists where they meet motor vehicles?	Yes	1	1
		No	0	
External Access	The development is within 400m of an existing or proposed cycle route (see Accessibility Map 1 in Appendix F) and / or proposes to create a link to a cycle route, or develop a route?		1	1
	The development is not within 400m of an existing or proposed cycle route (see Accessibility Map 1 in Appendix F)		-1	
Other	Development includes shower facilities and lockers for cyclists	Yes	1	1
		No	0	
			Total (B)	5

Summary	Box A: **Minimum Standard** (From Table 3.1)	5	**Comments or action needed to correct any shortfall**

	Box B: **Actual Score**	5	

Access by Public Transport			**Points**	**Score**
Location and access to public transport	Is the site within a 200m safe and convenient walking distance of a bus stop, and/or within 400m of a rail station? (See Accessibility Map 2 in Appendix F).	Yes	2	2
		No	0	
	Are there barriers on direct and safe pedestrian routes to bus stops or rail stations i.e. • A lack of dropped kerbs; • Pavements less than 2m wide; • A lack of formal crossings where there is heavy traffic; or • Bus access kerbs.	There are barriers	0	1
		There are no barriers	1	
Frequency	High (four or more bus services or trains an hour)		2	2
	Medium (two or three bus services or trains an hour)		1	
	Low (less than two bus services or trains an hour)		0	
Other	The proposal contributes to bus priority measures serving the site		1	N/A
	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)	6	**Comments or action needed to correct any shortfall** Roadworks are ongoing in the vicinity of the site. A new bus stop has been installed and frequent services are expected although at the time of the site visit the timetable wasn't available. Contributions are not required as upgrades are already being constructed.
	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) / No
	Can the site be adequately serviced? If no, you must address service issues.		(Yes) / No
	Is the safety and convenience of other users (pedestrians, cyclists and public transport) affected by the proposal? If yes, you must address safety issues.		Yes / (No)
	Has access for the emergency services been provided? If no, you must provide emergency service provision.		(Yes) / No
	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.		Yes / No N/A
Parking	The off-street parking provided is more than advised in Section 4 for that development type. If yes, parking provision must be reassessed.		Yes / (No)

	The off-street parking provided is as advised in Section 4 for that development type	1	(Yes) / 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 / (No)
	For development in controlled parking zones:		(Yes) / No
	▫ Is it a car free development?	1	Yes / (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	Yes / (No)
		Total (B)	

Summary	Box A: **Minimum Standard** (From Table 3.1)	1	**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.**

Appendix C

Trip Generation Outputs

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
Calculation Factor: 100 sqm
Count Type: VEHICLES

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00-00:3	0	0	0	0	0	0	0	0	0
00:30-01:0	0	0	0	0	0	0	0	0	0
01:00-01:3	0	0	0	0	0	0	0	0	0
01:30-02:0	0	0	0	0	0	0	0	0	0
02:00-02:3	0	0	0	0	0	0	0	0	0
02:30-03:0	0	0	0	0	0	0	0	0	0
03:00-03:3	0	0	0	0	0	0	0	0	0
03:30-04:0	0	0	0	0	0	0	0	0	0
04:00-04:3	0	0	0	0	0	0	0	0	0
04:30-05:0	0	0	0	0	0	0	0	0	0
05:00-05:3	0	0	0	0	0	0	0	0	0
05:30-06:0	0	0	0	0	0	0	0	0	0
06:00-06:3	0	0	0	0	0	0	0	0	0
06:30-07:0	0	0	0	0	0	0	0	0	0
07:00-07:3	31	6718	0.099	31	6718	0.019	31	6718	0.118
07:30-08:0	31	6718	0.26	31	6718	0.039	31	6718	0.299
08:00-08:3	31	6718	0.399	31	6718	0.069	31	6718	0.468
08:30-09:0	31	6718	0.47	31	6718	0.072	31	6718	0.542
09:00-09:3	31	6718	0.383	31	6718	0.078	31	6718	0.461
09:30-10:0	31	6718	0.23	31	6718	0.066	31	6718	0.296
10:00-10:3	31	6718	0.135	31	6718	0.075	31	6718	0.21
10:30-11:0	31	6718	0.119	31	6718	0.085	31	6718	0.204
11:00-11:3	31	6718	0.107	31	6718	0.103	31	6718	0.21
11:30-12:0	31	6718	0.11	31	6718	0.089	31	6718	0.199
12:00-12:3	31	6718	0.079	31	6718	0.116	31	6718	0.195
12:30-13:0	31	6718	0.098	31	6718	0.097	31	6718	0.195
13:00-13:3	31	6718	0.075	31	6718	0.097	31	6718	0.172
13:30-14:0	31	6718	0.099	31	6718	0.085	31	6718	0.184
14:00-14:3	31	6718	0.113	31	6718	0.102	31	6718	0.215
14:30-15:0	31	6718	0.089	31	6718	0.096	31	6718	0.185
15:00-15:3	31	6718	0.081	31	6718	0.12	31	6718	0.201
15:30-16:0	31	6718	0.099	31	6718	0.157	31	6718	0.256
16:00-16:3	31	6718	0.075	31	6718	0.327	31	6718	0.402
16:30-17:0	31	6718	0.085	31	6718	0.346	31	6718	0.431
17:00-17:3	31	6718	0.084	31	6718	0.464	31	6718	0.548
17:30-18:0	31	6718	0.056	31	6718	0.274	31	6718	0.33
18:00-18:3	31	6718	0.031	31	6718	0.159	31	6718	0.19
18:30-19:0	31	6718	0.011	31	6718	0.063	31	6718	0.074
19:00-19:3	0	0	0	0	0	0	0	0	0
19:30-20:0	0	0	0	0	0	0	0	0	0
20:00-20:3	0	0	0	0	0	0	0	0	0
20:30-21:0	0	0	0	0	0	0	0	0	0
21:00-21:3	0	0	0	0	0	0	0	0	0
21:30-22:0	0	0	0	0	0	0	0	0	0
22:00-22:3	0	0	0	0	0	0	0	0	0
22:30-23:0	0	0	0	0	0	0	0	0	0
23:00-23:3	0	0	0	0	0	0	0	0	0

23:30-24:0	0	0	0	0	0	0	0	0	0
Daily Trip Rates:			3.387			3.198			6.585

Appendix D

Proposed Development Layout, Turning Movements and Visibility Splays

Figure 1.2

Client:
Owen Ellis Architects

Project Tiltle:
Proposed Business Development Mount Vernon Green

Drawing Title:
Proposed Development Layout

File ref:
NW90454

Scale:
N.T.S.

W: www.jmp.co.uk
E: manchester@jmp.co.uk

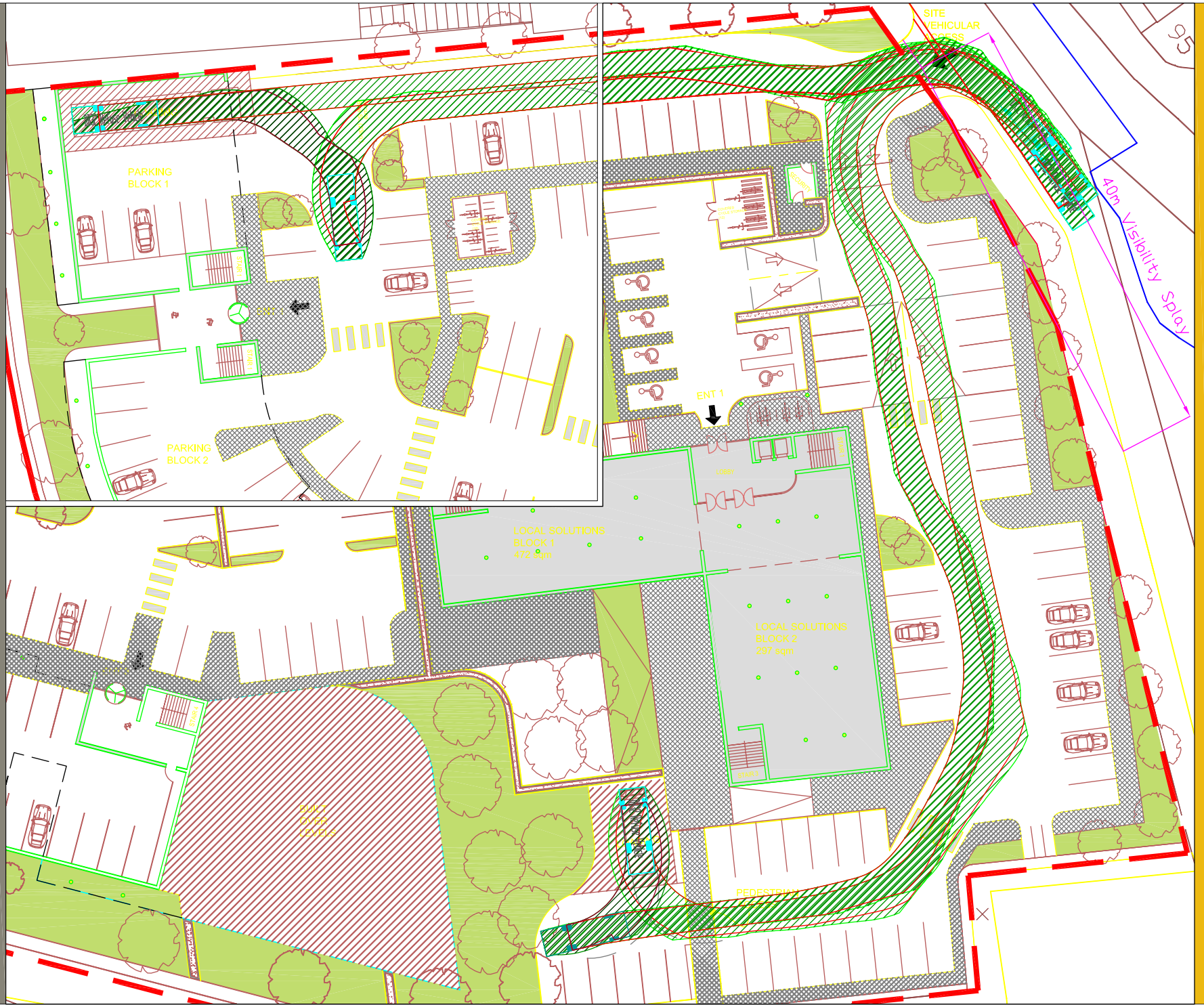


Figure 1.3

Client:
Owen Ellis Architects

Project Tiltle:
Proposed Business Development Mount Vernon Green

Drawing Title:
Turning Movements and Visibility Splays Layout

File ref:
NW90454

Scale:
N.T.S.

W: www.jmp.co.uk
E: manchester@jmp.co.uk