

# **Transport Statement**

**Proposed Residential Development  
Greenbank Synagogue, Greenbank Drive**

**Green Drive Liverpool Ltd**

**March 2016**

**Doc Ref: SB/16045/TS/1**

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#### Document Revision Control

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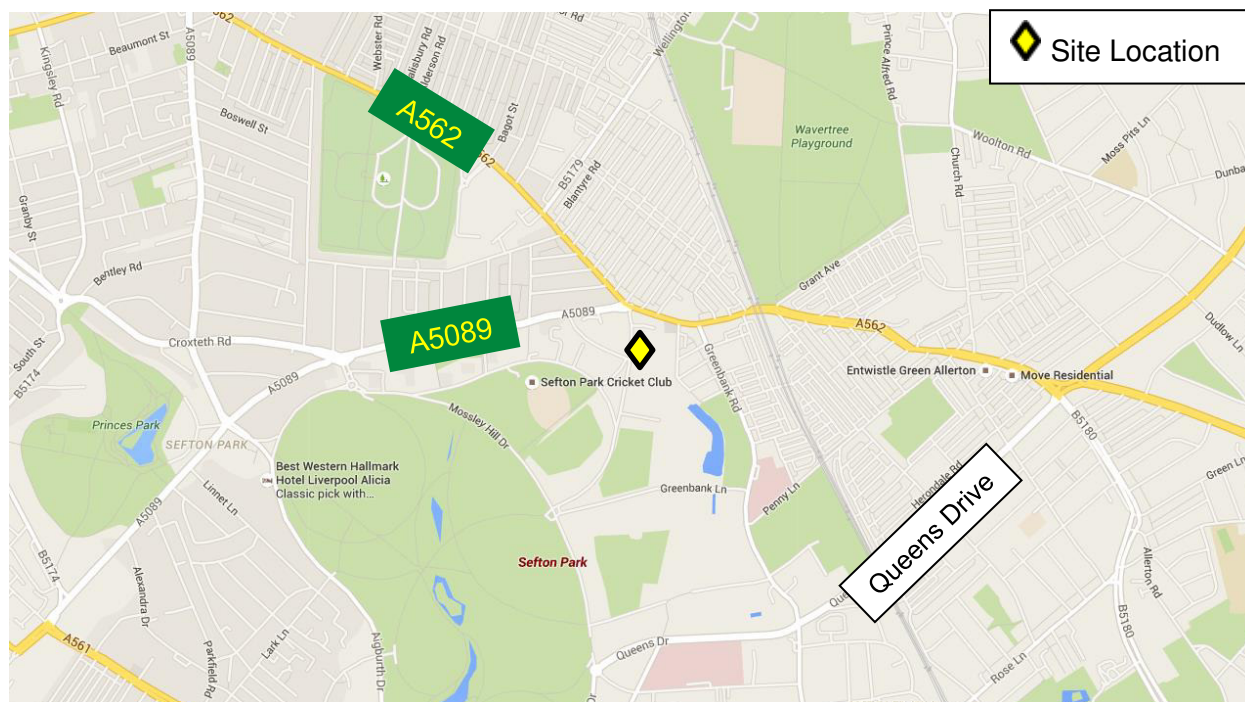
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## 1.0 INTRODUCTION

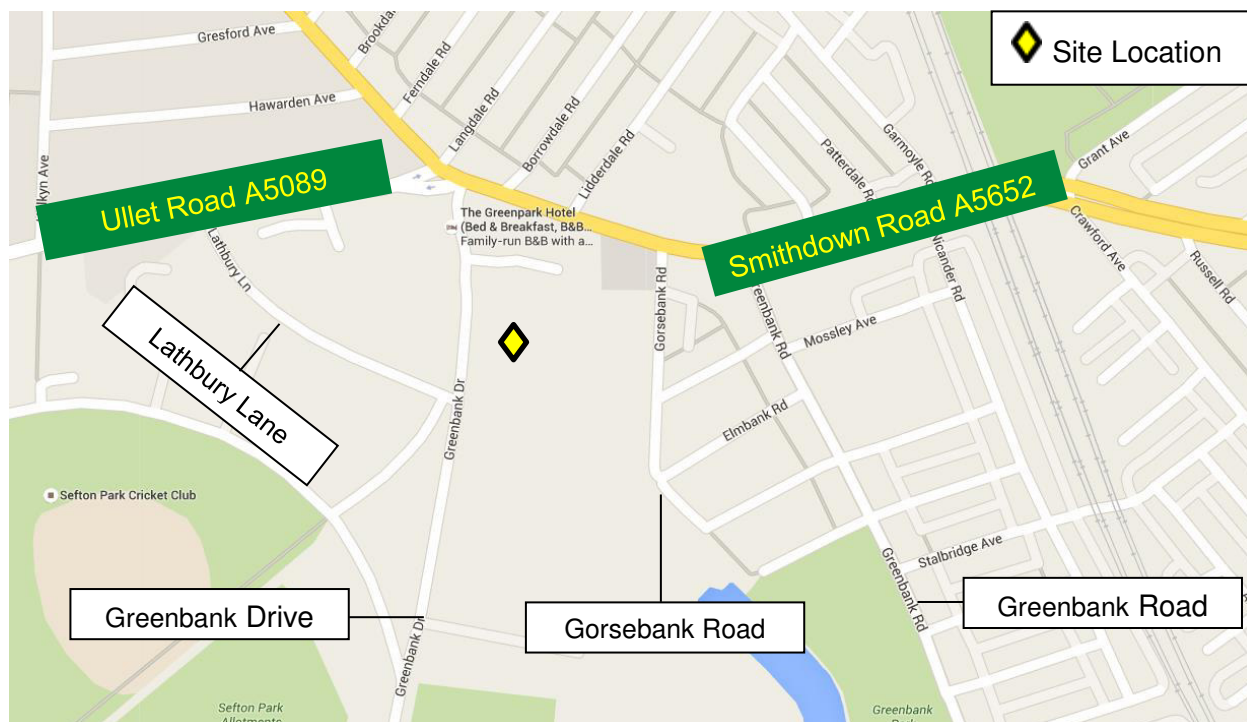
- 1.1 SCP have been commissioned by to prepare a Transport Statement for a residential development at the former Greenbank Synagogue on Greenbank Drive, Liverpool. **Figure 1.1** below shows the site in relation to the wider highway network.

**Figure 1.1 – Site Location in relation to wider highway network**



- 1.2 **Figure 1.2** overleaf shows the application site in relation to the local highway network.

**Figure 1.2 - Figure 1.1 – Site Location in relation to local highway network**



## Structure of This Report

1.3 The structure of this report is as follows:-

- i) Section 2 provides a description of the existing conditions at the site;
- ii) Section 3 provides an analysis of the accessibility of the site by non-car modes of transport;
- iii) Section 4 provides a description of the proposed development, including a description of the parking levels, servicing arrangements and site access arrangements;
- iv) Section 5 provides an estimation of the trip generating potential of both the existing and proposed site uses; and
- v) Section 6 provides the summary and conclusions.

## **2.0 EXISTING CONDITIONS**

- 2.1 The application site is bounded by Greenbank Drive to the west, Shalom Court to the north, residential property off Gorsebank Road to the east and residential property off Greenbank Drive to the south.
- 2.2 The site has two access points onto Greenbank Drive. Ingress is via the north-western and egress is via the south-western access. In between, there is a dedicated pedestrian access.
- 2.3 There are 24 hour restrictions upon on street parking along the eastside of Greenbank Drive in the vicinity of the site. This is enforced by waiting restrictions along the frontage of the development site. However, the western side of Greenbank Drive is subject to no such restrictions. There is evidence that vehicles do use this section of the road for parking.
- 2.4 Greenbank Drive is lit and connects the A562 / A6089 junction in the north, with Sefton Park in the south and is subject to a 20mph speed limit. At the north of the road, Greenbank Drive serves residential and office units, to the south the road bisects Sefton Park Allotments to the west and Greenbank Allotments to the east.
- 2.5 The carriageways are wide in the vicinity of the site, measuring typically around 9m. This means two-way traffic is not inhibited by parked vehicles on either side of the road. There is an area of open space to the south of the Lathbury Lane / Greenbank Drive junction. This is shown in **Figure 2.1** below.

**Figure 2.1 – The site frontage along Greenbank Drive**



*Source: Google Earth*



- 2.6 To the north of the site along Greenbank Drive, there is a signalised junction where A562 Smithdown Road and A5089 Ullet Road junction, as shown in **Figure 2.2**. As well as these two major roads, Langdale Road heads off to the north east from this junction.

**Figure 2.2 – The view of signalised junction from site access**



*Source: Google Earth*

### **Road Safety**

- 2.7 The road safety record of the local highway network has been examined within the most recently available 5 year period up to 31<sup>st</sup> December 2014. The road safety record demonstrates there have been accidents along Greenbank Drive at the site frontage and at the A562 / A6089 junction in the north. In total, over the 5 year period at both locations there were:
- Slight severity involving no. 2 vehicles at the signalised A562 / A6089 junction.
  - Serious severity involving no. 4 vehicles at the signalised A562 / A6089 junction
  - Serious severity involving no. 1 vehicles on Greenbank Drive to the south of the site.
- 2.8 The Highway Authority has undertaken a major revamp of the A562 / A6089 junction and Greenbank Drive has recently been changed to a 20mph zone. The accidents listed above all having occurred when the road was subject to a 30mph speed limit. As will be later explained in Chapter 5, the proposed development will not have a material effect upon the surrounding highway network and will not lead to any further highways safety concerns.

- 2.9 Therefore, the road safety record for the most recently available 5 year period does not have any bearing on the proposed development of 58 private residential apartments.



### **3.0 SUSTAINABLE TRANSPORT APPRAISAL**

#### **General**

- 3.1 This chapter presents a review of the accessibility of the site by walking, cycling and public transport modes.
- 3.2 Access between the site and local areas by non-motorised modes has been assessed by comparison with the following widely used threshold distances:-

<b>Threshold Distance</b>	<b>Significance</b>
800m	Motorised modes are rarely used for trips of around 800m or less
2km	Walking offers the greatest potential to replace short car trips, particularly those under 2km
5km	Cycling also has potential to substitute for short car trips, particularly those under 5km and form part of a longer journey by public transport

#### **Pedestrian Accessibility**

- 3.3 Greenbank Drive along the site frontage has 3.2m wide footways that are lit and benefit from natural surveillance from the properties that abut them.
- 3.4 As mentioned previously, there are signalised pedestrian crossings with dropped kerbs and tactile paving at the Greenbank Drive / A562 Smithdown Road / A5089 Ullet Road junction, 70m to the north of the site.
- 3.5 The good level of pedestrian infrastructure surrounding the site provides linkages to local facilities and amenities around along A562 Smithdown Road. Here potential residents benefit from local services such as a convenience stores, general retail shops, fast food takeaways, restaurants, hair salons, a post office, cash machine, opticians, bars and bookmakers.
- 3.6 Furthermore, the site is well located to easily access surrounding schools, leisure facilities, open space and supermarkets. Below is a list of facilities and amenities within the recommended 2km walking distance from the site.

**Table 3.1 - Facilities within 2km Walk Distance of the Site**

Facility	Name	Distance from Site
Open Space	Sefton Park	600m
	Wavertree Playground	700m
	Greenbank Park	550m
School/Nursery	St Hilda's CE High School	750m
	Liverpool College	1.2km
	St Anthony of Pardia Primary School	1.7km
	ST Clares Catholic Primary	600m
Leisure	Liverpool Aquatics Centre	1.4km
	Liverpool Harriers and Athletic Club	1.2km
Food Retail	Tesco Express	350m
	Aldi	700m
	ASDA Sefton Park	700m
Transport	Numerous Bus Stops	<400m
	Mossley Hill Train Station	2km
Post Office	Ullet Road Post Office	160m
Bank	TSB Bank	1.2km
	ATM	240m
Health	Mossley Hill Hospital	1.5km
	Lloyds Pharmacy	1.6km
	Greenbank Drive Surgery	<100m

3.7 TRACC software has been used to assess the accessibility of the development by foot for a 2km walk distance from the site, as shown in **Appendix 1**. The plan shows local amenities and transport links that are within 2km of the site and demonstrates that the site is in a favourable location for journeys made on foot.

3.8 With consideration to the above, it is therefore considered that walking provides an efficient and safe option for journeys under 2km.

## Cycle Accessibility

- 3.9 Transport policy identifies that cycling represents a realistic and healthy option to use of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.
- 3.10 TRACC software has been used to assess the accessibility of the development by bicycle for a 5km cycle distance from the site, as shown in **Appendix 2**. The plan demonstrates that Liverpool City Centre, Calderstones, Cressington, Kensington and Baltic Triangle are all within the 5km catchment area.
- 3.11 The above below shows the cycle routes in the area. Potential Residents of the proposed development benefit from being located close by to Cycle Route 56 which follows a route just south of the development site. This route runs from Chester to Wallasey, providing a useful connection between different parts of Merseyside. In a local context, Cycle Route 56 is formed of both on-road and off-road sections of cycle lanes within 1km of the site.
- 3.12 In addition to this, Cycle Route 62 runs close by to the site from Halewood to Aintree through to Southport which is largely traffic free and follows the old railway line. The existing cycle infrastructure therefore provides an excellent alternative to private car journeys for those working at the site.
- 3.13 In addition to the National Cycle Network, **Appendix 2** shows there are numerous others on and off road sections of cycle routes that connect to other parts of the network.

## Public Transport

- 3.14 SCP have undertaken an appraisal of the sites accessibility using public transport.
- 3.15 In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) *"Guidelines for Planning for Public Transport in Developments"* document identifies, at section 6.20, that *"Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m."*
- 3.16 The nearest bus stop is on A562 Smithdown Road 150m to the north of the site. The second closest bus stops to the site are along Ullet Road, benefit from being covered and provide maps and timetable information. A summary of the services within 400 metres of the site is given in **Table 3.2** below.

**Table 3.2 – Summary of Bus Services within 400m walking distance of the site**

Service Number	Bus Stop Locations		Route	Average Service Headway (Peak Hours)		
	Ullet Road	Smithdown Road		Mon-Fri	Sat	Sun
75	✓	✓	Halewood to Liverpool via Penny Lane and Woolton	10mins	15mins	20mins
76	✓	✓	Halewood to Liverpool via Sefton Park and Woolton	30mins	30mins	30mins
80/80a	✓	✓	Liverpool John Lennon Airport / Speke to Liverpool via Liverpool South Parkway	10mins	15mins	20mins
86/86a/86d		✓	Liverpool John Lennon Airport / Garston to Liverpool via Liverpool South Parkway	6mins	10mins	15mins
201		✓	Speke to Royal Liverpool Hospital	3 Daily in the PM	3 Daily in the PM	3 Daily in the PM
699		✓	Carnatic Student Village to The University of Liverpool and City Centre via Greenbank Student Village	5-10mins	20mins	20mins

- 3.17 As can be seen from **Table 3.2** above, there is a very high frequency of bus services stopping very close to the site which provide convenient access to locations including Speke, Halewood, Liverpool City Centre and Woolton.
- 3.18 In addition to frequent bus services, Mossley Hill Train Station is within the recommended 2km walking distance. From here, potential residents will be able to access destinations served by the Northern Line. This includes half hourly services towards Manchester Oxford Road, calling at Liverpool South Parkway, Halewood, Widnes, Warrington, Irlam and Urmston as well as others.
- 3.19 TRACC software has been used to assess the accessibility of the development by public transport for a 60 minute journey time from the site, as shown in **Appendix 3**. The analysis demonstrates that it is possible to reach areas amongst others, in an acceptable 60 minute commute time.

## Conclusion

- 3.20 In conclusion, the site is well located and accessible by all non-car modes of transport.

## **4.0 PROPOSED DEVELOPMENT**

### **Overview**

- 4.1 The planning application is for the development of the site to feature no. 58 apartments. Of which, no. 22 will be in the existing synagogue and no. 36 will be in a new build along the southern boundary of the development site. As part of the redevelopment of the existing synagogue, there will be no. 14 x 1 bedroom apartments and no. 8 x 2 bedroom apartments. Of the properties in the new build, there will be no. 27 x 2 bedroom apartments and no. 3 x 3 bedroom apartments. The site layout is shown at **Appendix 4**.

### **Proposed Access Arrangements**

- 4.2 The existing access and egress onto Greenbank Drive will be retained as part of the proposed development. Both the access and egress arrangements are presented in drawing SCP/15222/F01 at **Appendix 5**.
- 4.3 The proposed site egress has visibility splays that have an 'x' (minor arm setback distance) of 2.4m and a 'y' (major road visibility) distance of 25m in both directions, which accords with the requirements set out in the MfS's for a 20mph design speed.
- 4.4 Potential residents of the site will be able to access the site on foot from a separate pedestrian access point on Greenbank Drive. This is located on the western boundary of the site, in between the separate access and egress points.

### **Servicing**

- 4.5 It has been agreed that the proposed development will be serviced off site. Therefore, it is not necessary to undertake swept path analysis of a large refuse vehicle.
- 4.6 There will be a refuse collection strategy in operation and bin storage areas have been located as such so they do not inhibit any parking or access arrangements on site. This is shown at **Appendix 4**.

### **Parking**

- 4.7 The parking standards for Liverpool City Council are given below in **Figure 4.1**. This is an extract from the Liverpool City Council Unitary Development Plan.

**Figure 4.1 – Liverpool City Council Parking Standards**

Use Class and Development Type	Maximum Car Parking Requirement	Minimum Car Parking Requirement	Minimum Cycle Parking Requirement
New Flats (Private)	No maximum standards	1 space per unit for residents 1 space per 2 units for visitors	1 stand per unit

([www.liverpool.gov.uk](http://www.liverpool.gov.uk))

4.8 There will be a total of no. 49 car parking spaces provided for potential residents on site equates to a parking ratio of 0.85 spaces per unit on average.

4.9 Although the parking provision is below the standards set in the Liverpool Unitary Development, the following extract from the same document justifies the reduced provision as it reduces car travel and promotes sustainable transport.

*‘The amount of car parking can determine which mode of transport people use. Reducing the amount of car parking available in new developments will contribute to the objective of reducing travel by car and encouraging people to use passenger transport.’*

4.10 The range of locations where the above standards apply should also be noted when considering acceptable parking provision at the site. The standards are applicable to the whole of the Liverpool City Council region (outside the city centre) and aim to provide suitable standards for locations across the region. Whilst providing the necessary parking for many, due to the highly accessible nature of the development site demonstrated in Chapter 3, in this case a lower level of parking provision would suffice.

4.11 With regards to the visitor spaces required, the carriageway in the vicinity of the site is subject to ‘no waiting at any time’ restrictions. Therefore, the flow of traffic will not be impeded by any amount of overspill onto the surrounding highway network as a result of demand for parking spaces.

4.12 Research has been published by the DCLG entitled ‘*Residential Car Parking Research*’. This provides a summary of detailed research into typical car ownership levels at different types of residential development. Table 2 from this document has been reproduced below:



2001	Remote Rural		Rural		Suburban		Urban		City Centre		Inner London	
Number of Rooms	Flats	Houses	Flats	Houses	Flats	Houses	Flats	Houses	Flats	Houses	Flats	Houses
1	X	X	X	X	0.4-0.9	X	0.4-0.8	X	0.3-0.6	X	0.4-0.6	X
2	X	X	0.6-1.0	X	0.6-0.9	X	0.5-0.7	X	0.4-0.6	X	0.5-0.6	X
3	0.7-0.9	0.8-1.1	0.6-1.0	0.9-1.2	0.6-0.8	0.8-1.1	0.5-0.7	0.7-1.0	0.4-0.6	0.6-0.9	0.6-0.6	0.7-0.9
4	0.7-1.0	1.0-1.2	0.7-1.1	1.0-1.2	0.7-0.9	0.9-1.1	0.7-0.8	0.8-1.0	0.5-0.8	0.6-0.9	0.7-0.8	0.8-0.9
5	1.2-1.5	1.2-1.4	1.0-1.4	1.2-1.5	0.9-1.2	1.0-1.4	0.8-1.0	0.9-1.2	0.7-0.9	0.8-1.1	0.8-0.9	0.9-1.1
6	1.2-1.8	1.3-1.6	1.3-1.8	1.4-1.7	1.0-1.5	1.1-1.5	0.9-1.3	1.0-1.3	0.8-1.2	0.9-1.2	0.9-1.0	1.0-1.2
7	X	1.6-1.8	X	1.6-1.9	X	1.4-1.8	X	1.2-1.6	X	1.1-1.4	X	1.1-1.3
8	X	1.8-2.2	X	2.0-2.3	X	1.7-2.1	X	1.5-1.8	X	1.3-1.7	X	1.3-1.6

*'Rooms' are defined as the number of 'habitable' rooms in a household's accommodation, not including bathrooms, toilets, halls or landings, or rooms that can only be used for storage. All other rooms, for example, kitchens, living rooms, bedrooms, utility rooms and studies are counted.*

4.13 As demonstrated above, a typical, urban 2 to 3 bedroom 'habitable' room (i.e. 1 or 2 bedrooms and a shared living room / kitchen) flat is likely to have a car ownership level of only 0.5-0.7 per unit, which accords with the actual car ownership levels of the existing residents and the 49 car parking spaces proposed.

4.14 Cycle parking is provided at along the southern site boundary at the rear of the new block of proposed apartments as shown in the site layout at [Appendix 4](#). Additional capacity for cycle parking will be provided in the basement. All cycle parking will be in the style of 'Sheffield Stands' and will be in line with the Liverpool City Council cycle parking standards.

4.15 The Government's very latest approach to setting car parking standards is set out in the NPPF document (March 2012), which states in paragraph 39 that:-

"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
- the overall need to reduce the use of high-emission vehicles."

4.16 With particular reference to the various considerations that NPPF para 39 above states should be taken into account, this report has demonstrated that:-

- The site well located in terms of accessibility;

- The type, and mix and use of the proposed development is such that demand for car parking will be comparatively low;
- The availability and opportunities for public transport are ample;

4.17 With further reference to the various considerations that NPPF para 39, the parking standards as presented in **Figure 4.1**, fail to fully take into account 'the type, mix and use of development'. As has been demonstrated in para 4.12 and 4.13 of this chapter, the required parking spaces for a development is influenced by the number of bedrooms on each site. This consideration is not reflected in the parking standards given at **Figure 4.1**.

4.18 As mentioned before, the site is made up of a range of 1-3 bedroom apartments, located in a highly accessible and sustainable location, close to transport links and well within walking distance of local amenities. The effect of this will be to reduce the level of car parking demand / ownership than would otherwise be the case for a residential development situated in a less sustainable location. The parking levels are therefore considered to be appropriate for the scale and nature of the proposals.

## 5.0 TRIP GENERATION

### General

5.1 This Chapter provides an estimation of the trip generating potential of the proposed site uses during the weekday peak hours.

### Proposed Trip Generation

5.2 In order to estimate the trip generating potential of the proposed residential development, average trip rates from the industry-standard TRICS Database (V7.2.2) have been obtained.

5.3 The selection criteria for the TRICS based trip rates for the 58 apartments are as follows:-

- i) Residential;
- ii) Flats Privately Owned;
- iii) Multi modal surveys;
- iv) Sites in Greater London and Ireland excluded;
- v) Selection by number of dwellings;
- vi) Weekday surveys only; and
- vii) Only sites in 'edge of town centre' and 'suburban area' locations selected.

5.4 The multi modal TRICS outputs for the proposed 58 apartments are presented in **Appendix 5** and are summarised in **Table 5.2** below:-

<b>Table 5.2 - Estimated Vehicular Trip Generation (per dwelling) Associated With the Proposed 58 Apartments</b>				
	<b>Weekday AM Peak Hour (08:00 to 09:00)</b>		<b>Weekday PM Peak Hour (17:00 to 18:00)</b>	
	<b>Arrivals</b>	<b>Departures</b>	<b>Arrivals</b>	<b>Departures</b>
<b>Trip Rate</b>	0.072	0.248	0.266	0.130
<b>Trip Generation</b>	4	14	15	8
<b>2-Way</b>	18		23	

5.5 The additional impact of 18 vehicles in the AM peak hour and 23 vehicles in the PM peak hour is considered to be immaterial and will not lead to any highway safety concerns.

- 5.6 At worst the site traffic equates to 1 additional vehicle every 3 minutes on average during the highway peak hour which cannot be considered to represent a material impact.

## **6.0 SUMMARY & CONCLUSIONS**

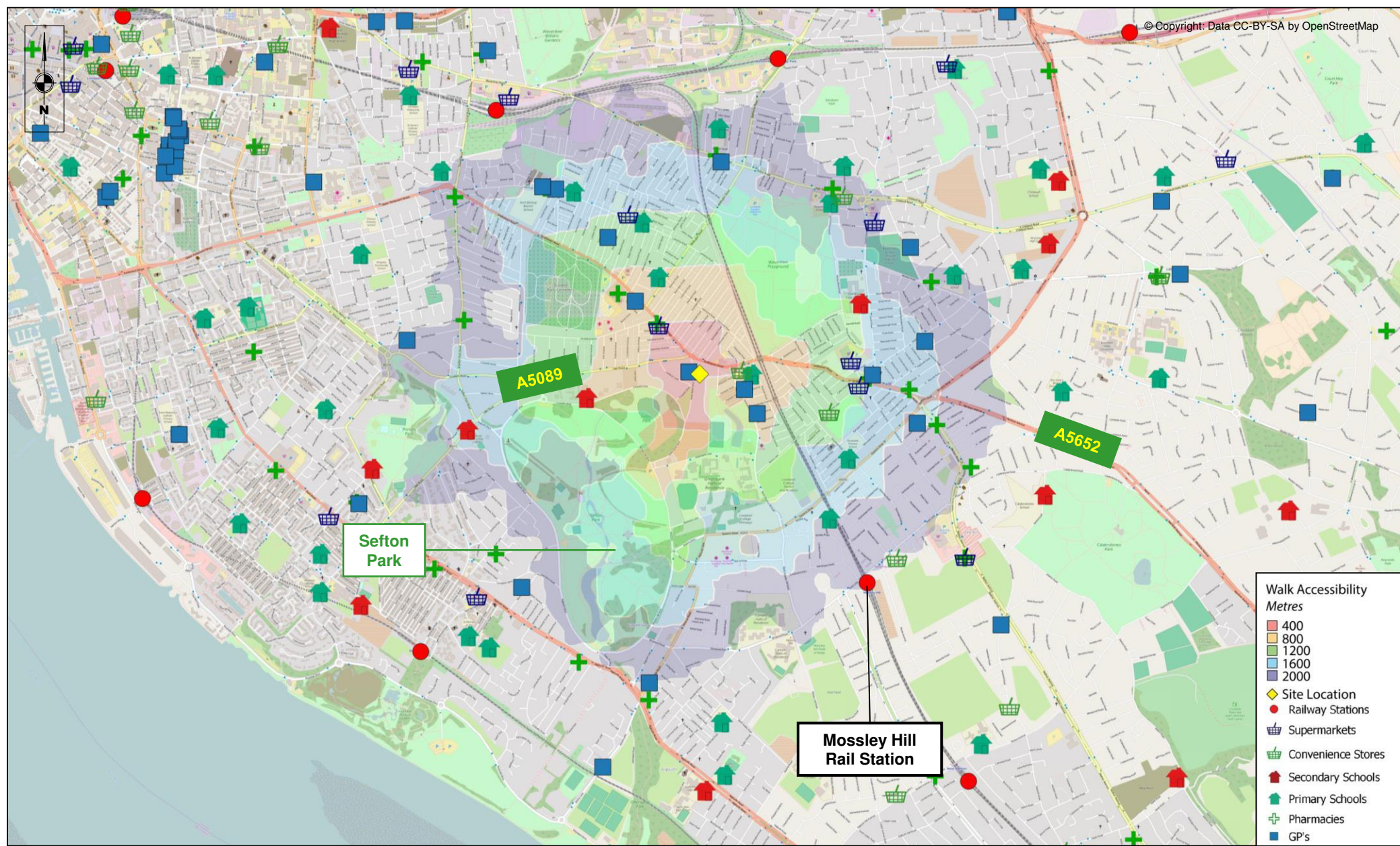
- 6.1 SCP have been commissioned by to prepare a Transport Statement for a residential development at the former Greenbank Synagogue on Greenbank Drive, Liverpool
- 6.2 The application site is bounded by Greenbank Drive to the west, Shalom Court to the north, residential property off Gorsebank Road to the east and residential property off Greenbank Drive to the south.
- 6.3 The existing access and egress onto Greenbank Drive will be retained as part of the proposed development. The proposed site egress has visibility splays that have an 'x' (minor arm setback distance) of 2.4m and a 'y' (major road visibility) distance of 25m in both directions, which accords with the requirements set out in the MfS's for a 20mph design speed.
- 6.4 Potential residents of the site will be able to access the site on foot from a separate pedestrian access point on Greenbank Drive. This is located on the western boundary of the site, in between the separate access and egress points.
- 6.5 There will be a total of 49 parking spaces for the 58 apartments on site. Although the parking provision is below the standards set in the Liverpool Unitary Development, this is justified as the reduced provision will discourage car travel and promotes sustainable transport modes to access the site.
- 6.6 Cycle parking is provided at along the southern site boundary at the rear of the new block of proposed apartments. Additional capacity for cycle parking will be provided in the basement. All cycle parking will be in the style of 'Sheffield Stands' and will be in line with the Liverpool City Council cycle parking standards.
- 6.7 Potential Residents of the proposed development benefit from being located close by to Cycle Route 56 which follows a route just south of the development site. This route runs from Chester to Wallasey, providing a useful connection between different parts of Merseyside. In a local context, Cycle Route 56 is formed of both on-road and off-road sections of cycle lanes within 1km of the site.
- 6.8 The good level of pedestrian infrastructure surrounding the site provides linkages to local facilities and amenities around along A562 Smithdown Road. Here potential residents benefit from local services such as a convenience stores, general retail shops, fast food takeaways, restaurants, hair salons, a post office, cash machine, opticians, bars and bookmakers.
- 6.9 The site is well located and accessible by all non-car modes of transport.

- 
- 6.10 The additional impact of 18 vehicles in the AM peak hour and 23 vehicles in the PM peak hour is considered to be immaterial. At worst the site traffic equates to 1 additional vehicle every 3 minutes on average during the highway peak hour and will not lead to any highway safety concerns.
- 6.11 Having regard to the above, it is concluded that there are no highway-related reasons to withhold planning permission for the scheme and it is therefore commended to Liverpool City Council for approval.



**S|C|P**

## **APPENDIX 1**



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## **APPENDIX 2**





Liverpool City Centre

Route 62

Route 56

**Cycle Accessibility Metres**

- 1000
- 2000
- 3000
- 4000
- 5000

◆ Site Location

— National Cycle Route

- - - NCNlink

— Regional Route

**SCP**

Transportation Planning : Infrastructure Design

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Project Title

Greenbank Synagogue,  
Greenbank Drive

Drawing Title

Cycling Accessibility:  
5km Distance Isochrones

Scale

NTS

Date

26/02/2016

Approved/Unapproved

APPROVED

By

SB

Checked

SE

Status

PLANNING

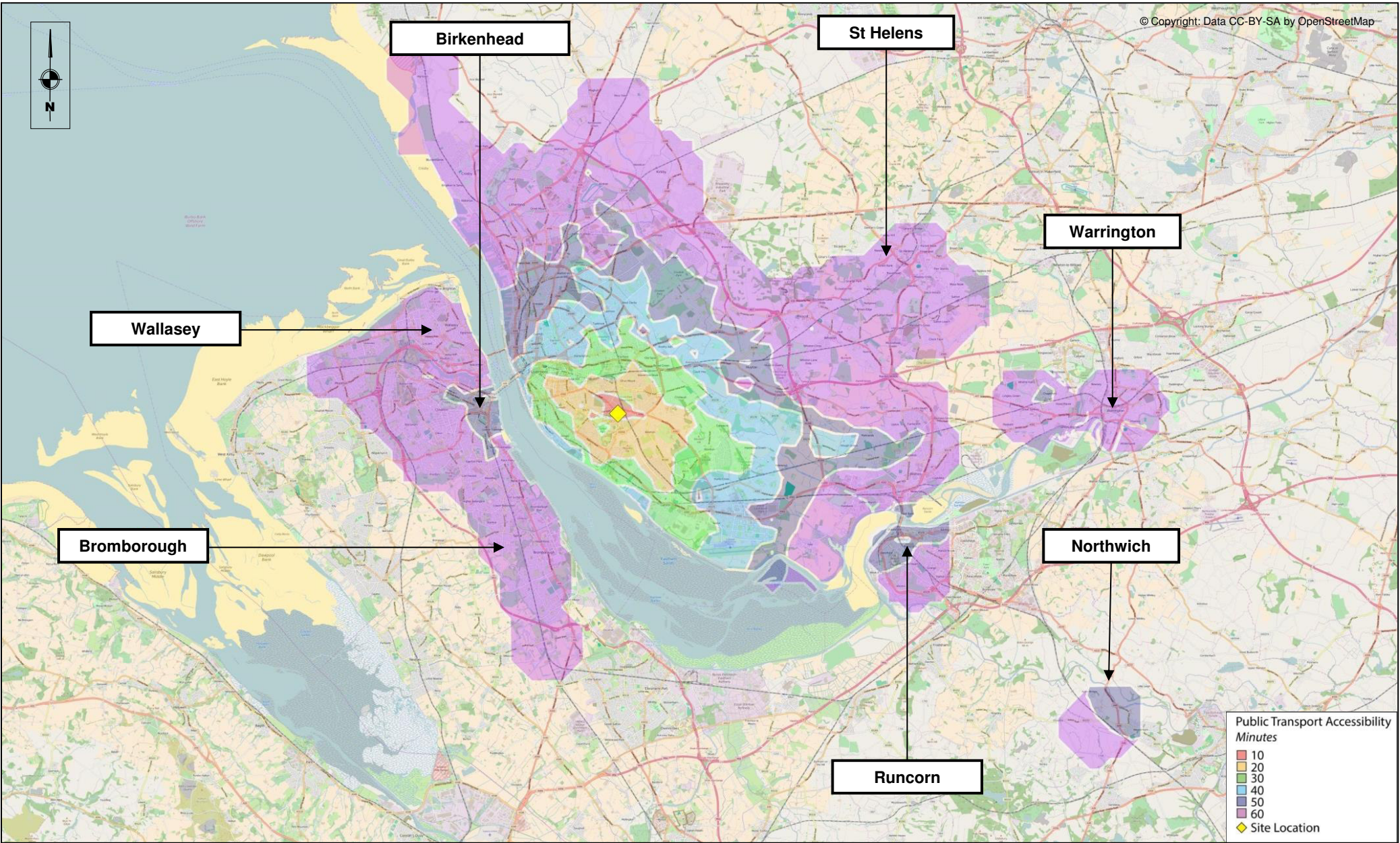
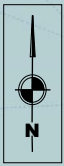
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-	-	-	-
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Drawing No.	
Appendix 2	
Revision	
-	

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## **APPENDIX 3**





**Public Transport Accessibility**  
*Minutes*

- 10
- 20
- 30
- 40
- 50
- 60

◆ Site Location

Scale	NTS	By	SB	Rev	Description	Date	By	Drawing No.
Date	26/02/2016	Checked	SE	-	-	-	-	Appendix 3
Approved/Unapproved	APPROVED	Status	PLANNING	-	-	-	-	Revision
				-	-	-	-	-



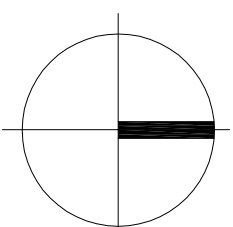
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## **APPENDIX 4**

**Proposed Conversion to Residential of Greenbank Synagogue**



Revision	Item	Done	Drawn
1	Site plan amended in line with latest Landscaping Layout	23/03/16	TK



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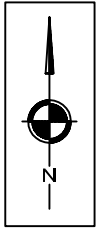
Residential Development @ Greenbank Synagogue Site

Drawings	Periods
<b>Proposed Site Plan</b>	<b>L17 1AN</b>
Proj No <b>2214</b>	Draw No <b>P-100</b>
Drawn By <b>IL</b>	Scale <b>1:250 @ A2</b>
	Checked <b>TK</b>
	Rev <b>1</b>
	Date (MM/YY) <b>March 16</b>

Figured dimensions to be followed in preference to scaled. All dimensions to be checked on site in the event of any discrepancy refer to the Architect. This drawing remains the copyright of the Architect and may not be copied in whole or part without prior written consent

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## **APPENDIX 5**



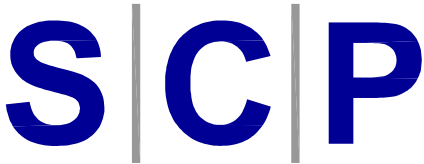
2.4m x 25m Right Hand Visibility Splay

2.4m x 25m Left Hand Visibility Splay

NOTES

REVISIONS

REV	DESCRIPTION	DATE	BY
-	-	-	-



Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400,  
www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:

GREEN DRIVE LIVERPOOL LTD

Project Title:

GREENBANK SYNAGOGUE,  
GREENBANK DRIVE

Drawing Title:

SITE EGRESS VISIBILITY SPLAYS

Drawn By:	SB	Date:	24.03.2016
Checked:	-	Scale:	1:250 @ A3
Status:	PLANNING	Approved/Unapproved:	-

Drawing No.	SCP/16045/F01	Rev.	-
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**S|C|P**

## **APPENDIX 6**



Calculation Reference: AUDIT-726001-160310-0332

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 03 - RESIDENTIAL  
 Category : C - FLATS PRIVATELY OWNED

**MULTI-MODAL VEHICLES**Selected regions and areas:

<b>02</b>	<b>SOUTH EAST</b>	
	HF HERTFORDSHIRE	1 days
	SC SURREY	1 days
<b>03</b>	<b>SOUTH WEST</b>	
	BR BRISTOL CITY	1 days
<b>04</b>	<b>EAST ANGLIA</b>	
	CA CAMBRIDGESHIRE	1 days
	SF SUFFOLK	1 days
<b>06</b>	<b>WEST MIDLANDS</b>	
	ST STAFFORDSHIRE	1 days
<b>09</b>	<b>NORTH</b>	
	CB CUMBRIA	2 days
	TV TEES VALLEY	2 days
<b>11</b>	<b>SCOTLAND</b>	
	EB CITY OF EDINBURGH	1 days

*This section displays the number of survey days per TRICS® sub-region in the selected set*

**Filtering Stage 2 selection:**

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Number of dwellings  
 Actual Range: 30 to 102 (units: )  
 Range Selected by User: 25 to 120 (units: )

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 26/05/15

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

Selected survey days:

Monday	3 days
Tuesday	2 days
Wednesday	6 days

*This data displays the number of selected surveys by day of the week.*

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

Selected Locations:

Suburban Area (PPS6 Out of Centre)	10
Edge of Town	1

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

Selected Location Sub Categories:

Residential Zone	6
Built-Up Zone	1
No Sub Category	4



*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

LIST OF SITES relevant to selection parameters

<b>1</b>	<b>BR-03-C-01</b>	<b>FLATS &amp; TERRACED</b>		<b>BRI STOL CI TY</b>
	CLARENCE ROAD			
	BRISTOL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	102		
	Survey date: MONDAY	09/11/09		Survey Type: MANUAL
<b>2</b>	<b>CA-03-C-02</b>	<b>BLOCK OF FLATS</b>		<b>CAMBRI DGESHI RE</b>
	WESTFIELD ROAD			
	NETHERTON			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	44		
	Survey date: TUESDAY	18/10/11		Survey Type: MANUAL
<b>3</b>	<b>CB-03-C-02</b>	<b>BLOCK OF FLATS</b>		<b>CUMBRI A</b>
	BRIDGE LANE			
	PENRITH			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	35		
	Survey date: WEDNESDAY	11/06/14		Survey Type: MANUAL
<b>4</b>	<b>CB-03-C-03</b>	<b>FLATS &amp; BUNGALOWS</b>		<b>CUMBRI A</b>
	LOUND STREET			
	KENDAL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	33		
	Survey date: MONDAY	09/06/14		Survey Type: MANUAL
<b>5</b>	<b>EB-03-C-01</b>	<b>BLOCKS OF FLATS</b>		<b>CITY OF EDI NBURGH</b>
	MYRESIDE ROAD			
	CRAIGLOCKHART			
	EDINBURGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	32		
	Survey date: TUESDAY	26/05/15		Survey Type: MANUAL
<b>6</b>	<b>HF-03-C-02</b>	<b>FLATS</b>		<b>HERTFORDSHI RE</b>
	BRIDGE ROAD EAST			
	WELWYN GARDEN CITY			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	86		
	Survey date: WEDNESDAY	16/07/08		Survey Type: MANUAL
<b>7</b>	<b>SC-03-C-02</b>	<b>FLATS</b>		<b>SURREY</b>
	CONSTITUTION HILL			
	WOKING			
	Suburban Area (PPS6 Out of Centre)			
	Built-Up Zone			
	Total Number of dwellings:	36		
	Survey date: WEDNESDAY	23/07/08		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

<b>8</b>	<b>SF-03-C-03</b>	<b>BLOCKS OF FLATS</b>	<b>SUFFOLK</b>
	TOLLGATE LANE		
	BURY ST EDMUNDS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	30	
	Survey date: WEDNESDAY	03/12/14	Survey Type: MANUAL
<b>9</b>	<b>ST-03-C-01</b>	<b>BLOCKS OF FLATS</b>	<b>STAFFORDSHIRE</b>
	ETRURIA COURT		
	HUMBERT ROAD		
	STOKE-ON-TRENT		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of dwellings:	33	
	Survey date: WEDNESDAY	26/11/08	Survey Type: MANUAL
<b>10</b>	<b>TV-03-C-01</b>	<b>APARTMENTS BLOCKS</b>	<b>TEES VALLEY</b>
	OXFORD ROAD		
	LINTHORPE		
	MIDDLESBROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	85	
	Survey date: MONDAY	06/10/08	Survey Type: MANUAL
<b>11</b>	<b>TV-03-C-02</b>	<b>FLATS</b>	<b>TEES VALLEY</b>
	ACKLAM ROAD		
	LINTHORPE		
	MIDDLESBROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	85	
	Survey date: WEDNESDAY	29/06/11	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

**MULTI-MODAL VEHICLES****Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	55	0.035	11	55	0.138	11	55	0.173
08:00 - 09:00	11	55	0.072	<b>11</b>	<b>55</b>	<b>0.248</b>	11	55	0.320
09:00 - 10:00	11	55	0.068	11	55	0.100	11	55	0.168
10:00 - 11:00	11	55	0.075	11	55	0.100	11	55	0.175
11:00 - 12:00	11	55	0.082	11	55	0.088	11	55	0.170
12:00 - 13:00	11	55	0.088	11	55	0.088	11	55	0.176
13:00 - 14:00	11	55	0.103	11	55	0.095	11	55	0.198
14:00 - 15:00	11	55	0.100	11	55	0.113	11	55	0.213
15:00 - 16:00	11	55	0.121	11	55	0.090	11	55	0.211
16:00 - 17:00	11	55	0.138	11	55	0.093	11	55	0.231
17:00 - 18:00	<b>11</b>	<b>55</b>	<b>0.266</b>	11	55	0.130	<b>11</b>	<b>55</b>	<b>0.396</b>
18:00 - 19:00	11	55	0.203	11	55	0.148	11	55	0.351
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.351			1.431			2.782

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP * FACT$ . Trip rates are then rounded to 3 decimal places.

**Parameter summary**

Trip rate parameter range selected: 30 - 102 (units: )  
 Survey date range: 01/01/07 - 26/05/15  
 Number of weekdays (Monday-Friday): 11  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 1

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

**MULTI-MODAL CYCLISTS****Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	55	0.005	11	55	0.007	11	55	0.012
08:00 - 09:00	11	55	0.002	<b>11</b>	<b>55</b>	<b>0.013</b>	11	55	0.015
09:00 - 10:00	11	55	0.003	11	55	0.008	11	55	0.011
10:00 - 11:00	11	55	0.002	11	55	0.003	11	55	0.005
11:00 - 12:00	11	55	0.003	11	55	0.008	11	55	0.011
12:00 - 13:00	11	55	0.007	11	55	0.003	11	55	0.010
13:00 - 14:00	11	55	0.008	11	55	0.012	11	55	0.020
14:00 - 15:00	11	55	0.005	11	55	0.010	11	55	0.015
15:00 - 16:00	11	55	0.008	11	55	0.005	11	55	0.013
16:00 - 17:00	<b>11</b>	<b>55</b>	<b>0.015</b>	11	55	0.008	<b>11</b>	<b>55</b>	<b>0.023</b>
17:00 - 18:00	11	55	0.005	11	55	0.003	11	55	0.008
18:00 - 19:00	11	55	0.010	11	55	0.000	11	55	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.073			0.080			0.153

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP * FACT$ . Trip rates are then rounded to 3 decimal places.

**Parameter summary**

Trip rate parameter range selected: 30 - 102 (units: )  
 Survey date range: 01/01/07 - 26/05/15  
 Number of weekdays (Monday-Friday): 11  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 1

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

**MULTI-MODAL PEDESTRIANS****Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	55	0.010	11	55	0.052	11	55	0.062
08:00 - 09:00	11	55	0.018	<b>11</b>	<b>55</b>	<b>0.082</b>	11	55	0.100
09:00 - 10:00	11	55	0.018	11	55	0.038	11	55	0.056
10:00 - 11:00	11	55	0.037	11	55	0.033	11	55	0.070
11:00 - 12:00	11	55	0.037	11	55	0.037	11	55	0.074
12:00 - 13:00	11	55	0.053	11	55	0.052	11	55	0.105
13:00 - 14:00	11	55	0.027	11	55	0.030	11	55	0.057
14:00 - 15:00	11	55	0.022	11	55	0.043	11	55	0.065
15:00 - 16:00	11	55	0.062	11	55	0.043	11	55	0.105
16:00 - 17:00	11	55	0.067	11	55	0.055	11	55	0.122
17:00 - 18:00	<b>11</b>	<b>55</b>	<b>0.105</b>	11	55	0.045	<b>11</b>	<b>55</b>	<b>0.150</b>
18:00 - 19:00	11	55	0.050	11	55	0.048	11	55	0.098
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.506			0.558			1.064

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP * FACT$ . Trip rates are then rounded to 3 decimal places.

**Parameter summary**

Trip rate parameter range selected: 30 - 102 (units: )  
 Survey date range: 01/01/07 - 26/05/15  
 Number of weekdays (Monday-Friday): 11  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 1

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

**MULTI-MODAL PUBLIC TRANSPORT USERS****Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	55	0.002	11	55	0.027	11	55	0.029
08:00 - 09:00	11	55	0.002	<b>11</b>	<b>55</b>	<b>0.067</b>	<b>11</b>	<b>55</b>	<b>0.069</b>
09:00 - 10:00	11	55	0.000	11	55	0.008	11	55	0.008
10:00 - 11:00	11	55	0.002	11	55	0.012	11	55	0.014
11:00 - 12:00	11	55	0.002	11	55	0.003	11	55	0.005
12:00 - 13:00	11	55	0.007	11	55	0.007	11	55	0.014
13:00 - 14:00	11	55	0.003	11	55	0.007	11	55	0.010
14:00 - 15:00	11	55	0.008	11	55	0.007	11	55	0.015
15:00 - 16:00	11	55	0.020	11	55	0.012	11	55	0.032
16:00 - 17:00	11	55	0.027	11	55	0.007	11	55	0.034
17:00 - 18:00	<b>11</b>	<b>55</b>	<b>0.042</b>	11	55	0.002	11	55	0.044
18:00 - 19:00	11	55	0.035	11	55	0.007	11	55	0.042
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.150			0.166			0.316

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP * FACT$ . Trip rates are then rounded to 3 decimal places.

**Parameter summary**

Trip rate parameter range selected: 30 - 102 (units: )  
 Survey date range: 01/01/07 - 26/05/15  
 Number of weekdays (Monday-Friday): 11  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 1

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.