

**Netto**

**PROPOSED DISCOUNT FOODSTORE,  
SPEKE ROAD, GARSTON**

**Transport Assessment**

**VN50523**

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## **1 INTRODUCTION**

### **1.1 Introduction**

- 1.1.1 Vectos have been commissioned by Netto to provide transport and highways advice to support a planning application for the development of an area of land located off Speke Road in Garston, as a Netto discount foodstore. The site lies within the jurisdiction of Liverpool City Council (LCC).

### **1.2 Development Site and Location**

- 1.2.1 The location of the site is shown in **Plan 1**, with **Plan 2** then illustrating the site in a more local context.
- 1.2.2 The site is located in the Garston district of Liverpool and is bound by Speke Road to the north and the A561 Speke Road to the south. The B5171 Horrocks Avenue forms the eastern boundary, with retail units located to the west of the site.
- 1.2.3 The existing site layout, including application red line boundary, is illustrated in **Plan 3**.

### **1.3 Proposed Development**

- 1.3.1 The planning application proposes the development of a Netto foodstore with a gross internal floor area (GIA) of 1,045 sqm (11,249 sqft), including a net sales area of 833 sqm (8,971 sqft). A layout of the proposed development is shown in **Plan 4**.
- 1.3.2 The development will provide a total of 65 car parking spaces, including 3 which are identified for mobility impaired users and 3 which are allocated for staff parking.
- 1.3.3 Customer and service vehicle access to the site is to be taken from a new priority controlled junction with Speke Road. The proposed development will involve the stopping up of a section of adopted highway, including a turning head, which runs within the site parallel to Speke Road.

### **1.4 Scope of Assessment**

- 1.4.1 The Transport Assessment has been prepared in accordance with the Department for Transport's 'Guidance on Transport Assessment' document and following a pre-application meeting with officers from Liverpool City Council.
- 1.4.2 Following this introduction this report provides the following information:

- **Section 2** – Provides a review of baseline site conditions, including the surrounding highway network and accident statistics;
- **Section 3** – Summarises the pertinent national and local planning policy guidelines;
- **Section 4** – Provides a review of the site's accessibility by sustainable modes of travel;
- **Section 5** – Provides a detailed description of the development proposals;
- **Section 6** – Provides a traffic impact assessment of the proposed development;
- **Section 7** – Outlines the proposed car parking provision and servicing arrangements; and
- **Section 8** – Provides the conclusions of the report.

## **2 BASELINE CONDITIONS**

### **2.1 Introduction**

2.1.1 **Section 2** of this report provides a review of the baseline conditions in the vicinity of the site, including a description of the location of the site, the existing highway network, and a review of personal injury accident data.

### **2.2 Site Location and Existing Development**

2.2.1 The site is situated on the northern side of Garston and is located in a mixed use area, with retail and commercial properties lining Speke Road and residential areas located slightly further afield. To the north of the site lie extensive residential areas including Allerton, Woolton and Aigburth, while Garston Docks are located to the south of the site.

2.2.2 The proposed development site accommodates a large single unit which is currently occupied by a children's play centre. To the east of this unit lies The Alexandra public house, and thereafter a grassed area runs up to the Horrocks Avenue boundary.

2.2.3 Vehicle access to the existing site is currently achieved from a priority controlled junction with Speke Road. This access also serves the row of retail and commercial properties to the west of the site which include a Co-operative Funeralcare, Post Office and Iceland supermarket. This existing access will be retained for adjacent properties, however, access to the development site will no longer be achievable from this location.

2.2.4 Car parking relating to the existing development is undertaken in a variety of locations. Off-street parking is provided to the west of the retail/ commercial unit, while on-street parking for the public house is also available on Arthur Street to the east of this building.

2.2.5 The red lined boundary of the site also includes a section of adopted highway which runs parallel to Speke Road and includes a turning head at the eastern end, as well as the aforementioned Arthur Street. This adopted highway includes marked on street parking bays for 32 vehicles. The full extent of the adopted highway within the application red lined boundary will be subject to a separate stopping up order application.

## **2.3 Surrounding Highway Network**

- 2.3.1 Speke Road forms the northern boundary of the site and travels in an east/west direction.
- 2.3.2 Approximately 40 metres to the west of the proposed site access Speke Road provides access to a row of retail/ commercial units fronting its southern side via a priority controlled junction. This junction connects to an adopted road which runs parallel to Speke Road and which serves car parking fronting the retail/ commercial units. Vehicles using this area of parking may also exit to the west onto Church Road.
- 2.3.3 The Speke Road junction also currently provides vehicle access to developments located within the application red lined boundary. However, as previously described the section of adopted highway running to the east of the Speke Road junction will be stopped up as a consequence of the development, and vehicle access the site will no longer be achievable from this location.
- 2.3.4 Directly opposite this junction Speke Road also forms a priority controlled junction with Lowbridge Court, which provides access to a small residential estate.
- 2.3.5 Continuing to the west Speke Road forms the eastern arm of a four arm signal controlled junction with St Mary's Road to the west and Church Road to the north and south. From this location vehicle access is achievable to the residential areas to the north and west of the site, while the southern Church Road arm of the junction passes beneath the A561 Speke Road and adjacent railway line and provides links to southern areas of Garston and Garston Docks.
- 2.3.6 Approximately 80 metres to the east of the proposed site access Speke Road forms the east and west arms of a large signal controlled junction with the B5171 Horrocks Avenue.
- 2.3.7 North of this junction Horrocks Avenue provides a wide boulevard type section of highway, incorporating two northbound traffic lanes for approximately 75 metres, after which a bus lane commences operation and a single lane is provided for all other traffic. In a southbound direction Horrocks Avenue provides a single traffic lane and dedicated bus lane, before flaring out approximately 35 metres prior to the Speke Road junction to provide four approach lanes at the stop line.

- 2.3.8 The eastern Speke Road arm of the Horrocks Avenue junction allows vehicle movements in an eastbound direction only and terminates after 80 metres at a priority controlled junction with the A561 Speke Road. This priority junction again allows eastbound vehicle movements only.
- 2.3.9 Immediately to the south of the Speke Road/ Horrocks Avenue junction Horrocks Avenue then forms the northern arm of a further signal controlled junction with the A561 Speke Road. Given the close proximity the traffic signal timings at both Horrocks Avenue junctions are co-ordinated
- 2.3.10 The Horrocks Avenue/ A561 Speke Road signal controlled junction provides two approach lanes on the northern arm (which allow right turn movements only), with four approach lanes provided on both the A561 Speke Road arms, including two turning lanes.
- 2.3.11 The A561 Speke Road acts as a primary distributor route in the context of the local highway network, and from this location the eastern arm provides links towards Speke and Widnes, while the western arm provides links towards Aigburth and Liverpool City Centre.

## **2.4 Collision Statistics**

- 2.4.1 Traffic collision data has been obtained from 'Crashmap.co.uk' for the latest five year period. The data has been examined for the extent of the site frontage of Speke Road, together with the Speke Road / Horrocks Avenue and Horrocks Avenue/ A561 Speke Road junctions.
- 2.4.2 The data indicates that a total of ten collisions have been recorded within this study area during the last five years. Of these accidents, seven were classified as slight severity, two were classified as serious severity and one was classified as fatal. A screen print plot showing the location of these accidents is included in **Appendix A** together with the accident information.
- 2.4.3 Of the recorded incidents two involved vulnerable road users, one of which was classified as slight in severity and one as serious. These incidents occurred on Speke Road and at the Speke Road/ Horrocks Avenue junction. Both incidents involved pedestrians entering the carriageway and coming into contact with vehicles. Given the pedestrian infrastructure in the vicinity of the site it is concluded that these incidents occurred as a result of pedestrian error rather than due to an absence of available pedestrian infrastructure.
- 2.4.4 It is noted that a fatal collision occurred at the A561 Speke Road / Horrocks Avenue junction. This incident involved one vehicle changing lane to the left on the A561 Speke Road.
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- 2.4.5 The accident data reveals that approximately two incidents per year have occurred in the study area. Given background traffic flows on the local highway network in the vicinity of the site such a frequency of incidents does not suggest that there are any existing accident blackspots on the local highway network.

### **3 TRANSPORT PLANNING CONSIDERATIONS**

#### **3.1 Introduction**

3.1.1 **Section 3** of this reports provide a review of the pertinent national and local planning policy guidelines.

#### **3.2 National Planning Policy**

3.2.1 The main source of national policy regarding the transport planning aspects of mixed-use development can be found in the Department of Communities and Local Government (DCLG) 'National Planning Policy Framework' (March 2012). This document replaces previous planning guidance and policy notes.

##### **National Planning Policy Framework**

3.2.2 The National Planning Policy Framework (NPPF) was published by the Department for Communities and Local Government (DCLG) in March 2012 and provides guidance for English Council's in producing local plans and making decisions on planning applications.

3.2.3 The key message of the NPPF is that sustainable development should go ahead without delay and the planning system should facilitate such development.

3.2.4 At the heart of the NPPF is a presumption in favour of sustainable development, which is to be seen as a golden thread for plan making and decision taking. This presumption in favour of sustainable development relates to both plan making and decision taking. It requires that planning authorities should positively seek opportunities to meet the development needs of their area and that Local Plans should meet objectively assessed needs unless the adverse impacts of doing so would 'significantly and demonstrably' outweigh the benefits when assessed against the policies of the NPPF, or where the Framework indicates development should be restricted.

3.2.5 The NPPF indicates that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- Safe and suitable access to the site can be achieved for all people; and

- Improvements can be undertaken within the transport network that cost effectively limits the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

### **3.3 Local Planning Policy**

- 3.3.1 Pertinent local planning policy in relation to the development site is contained in the Merseyside Local Transport Plan 3, saved policies from the Unitary Development Plan and the Supplementary Planning Document entitled 'Ensuring Choice of Travel'.
- 3.3.2 Planning applications are currently decided based upon policies within the Unitary Development Plan (UDP) which was adopted in November 2002. The UDP will be replaced with the Liverpool Local Plan when this is adopted.
- 3.3.3 The new Local Plan is at an early stage in development. The Core Strategy Policies, which reached 'submission draft' stage in 2012, will be subject to alignment with the NPPF and will be treated as a material consideration in planning decisions. Once adopted the Liverpool Local Plan will set out an overarching strategy and development principles for Liverpool to guide development until at least 2028.

#### **Saved policies from the Liverpool City Council Unitary Development Plan 2002**

- 3.3.4 Prior to the adoption of the Local Plan Liverpool City Council have saved a number of policies from their Unitary Development Plan. Of particular relevance to the proposed development are policies T6, T7 and T15. These are summarised below.
- 3.3.5 Policy T6 states that the City Council will promote and support initiatives designed to maximise the role of cycling as a transport mode by:
- Adopting a Cycling Strategy for Liverpool which will include the formulation of a Strategic Cycle Route Networking and the setting of targets regarding cycle use;
  - Improving the condition of designated cycle routes in the City;
  - Catering for cyclists' needs in the design of all new highway improvement schemes, traffic management schemes, road safety schemes, the road maintenance programme, and giving consideration to the provision of safe cycling routes through all major development and redevelopment sites;

- Improving road signage, road conditions, junction priorities and carriageway crossings where cycle routes join highways;
- Introducing appropriate traffic calming and speed reduction measures on designated cycle routes and areas of high cycle usage; and
- Ensuring that secure cycling parking facilities provided at locations regularly visited by the public and requiring new developments to provide secure cycle parking facilities.

3.3.6 Policy T7 relates to walking and pedestrians and states that the City Council will implement measures to encourage walking as a mode of transport and to make the pedestrian environment safer and more convenient by:

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

3.3.7 Policy T15 states that where planning permission is sought for new development which is likely to result in a material change in the character or volume of traffic on the surrounding highway network, the applicant will be required to submit a full Traffic Impact Assessment (TIA). The document states that any retailing development (Use Class A1) in excess of 1,000 sqm gross will generally require a TIA as part of the planning application.

- 3.3.8 Where extra traffic generated by a proposed development requires road or public transport improvements in the vicinity of the scheme (or beyond), to the extent that works are necessary to enable the proposed development to proceed, conditions may be imposed on any planning permission making its implementation subject to the completion of the works. Where transport improvements will be needed to enable the proposal to go ahead, these should be provided first.

**Merseyside Local Transport Plan 3 (2011-2024)**

- 3.3.9 The Merseyside Local Transport Plan 3 (MLTP3) runs between 2011 and 2024. The document sets out the vision for the Merseyside region which is to be:

*"A city committed to a low carbon future, which has a transport network and mobility culture that positively contribute to a thriving economy and the health and wellbeing of its citizens and where travel is the option of choice."*

- 3.3.10 To achieve this vision the LTP sets out six goals which aim to support the city region, these are to:
- Help create the right conditions for sustainable economic growth by supporting the priorities of the Liverpool City Region, the Local Enterprise Partnership and the Local Strategic Partnerships;
  - Provide and promote a clean, low emission transport system which is resilient to changes to climate and oil availability;
  - Ensure the transport system promotes and enables improved health and wellbeing and road safety;
  - Ensure equality of travel opportunity for all, through a transport system that allows people to connect easily with employment, education, healthcare, other essential services and leisure and recreational opportunities;
  - Ensure the transport network supports the economic success of the city region by the efficient movement of people and goods; and
  - Maintain our assets to a high standard.

### **Supplementary Planning Document – Ensuring Choice of Travel**

- 3.3.11 Liverpool City Council has adopted a Supplementary Planning Document (SPD) entitled 'Ensuring Choice of Travel' which relates to certain principles that should be considered within this Transport Assessment. The main objective of the SPD is to *"ensure a reasonable choice of access by all modes of new development"*.
- 3.3.12 The SPD seeks to support the objectives of the Merseyside Local Transport Plan 3, by:
- Providing Increased choice of access for the end user(s);
  - Promoting opportunities to maximise the quality or density and saving space through the provision of less car parking spaces where appropriate;
  - Helping create healthier workforces / residents where people choose to walk or cycle;
  - Promoting social cohesion and sustainable communities through the creation of streets that encourage social interaction, positively integrate with the built environment, whilst still permitting effective movement of traffic; and
  - Improved environmental image.
- 3.3.13 The SPD requires new development to meet certain standards outlined in the document which relate to accessibility. These requirements are assessed in **Section 4** of the Transport Assessment.
- 3.3.14 This Transport Assessment will demonstrate that the proposed development is fully compliant with both national and local planning policy guidelines.

## **4 ACCESSIBILITY BY SUSTAINABLE MODES OF TRAVEL**

### **4.1 Introduction**

4.1.1 Having outlined the importance which national and local planning policy guidelines place on siting development in sustainable locations **Section 4** of the report considers the accessibility of the site by the following modes of transport:

- Accessibility on foot;
- Accessibility by cycle;
- Accessibility by bus; and
- Accessibility by rail.

### **4.2 SPD Ensuring Choice of Travel – Accessibility Assessment**

4.2.1 As outlined in **Section 3** Liverpool City Council have an adopted Supplementary Planning Document entitled 'Ensuring Choice of Travel'. This document requires developments to be assessed using an Accessibility Assessment pro-forma.

4.2.2 The Accessibility Assessment contains a series of questions relating to walking, cycling, public transport and vehicle accessibility. A minimum required 'score' for each of these travel modes is assigned for each development based on their land use type, size and location. A development is then awarded 'points' based on the answers to the accessibility questions within each travel mode section.

4.2.3 When a development scores lower than the minimum score, proposals to improve accessibility to the site (and therefore its score) should be identified where possible. The SPD does recognise, however, that improvements are not always realistic or achievable and, in those cases, an explanation why this is the case should be provided.

4.2.4 The SPD defines the proposed development as a major development located within a district centre. On this basis the minimum required scores for each mode of travel are as follows:

- Access on foot – minimum required score = 2 points;
- Access by cycle – minimum required score = 5 points;
- Access by public transport – minimum required score = 5 points; and
- Vehicle access and parking – minimum required score = 3 points.

4.2.5 For each travel mode a description of the site's accessibility is provided before a summary of its performance on the Accessibility Assessment is given. A completed version of the Accessibility Assessment is included as **Appendix B** and is referred to within the following sections, and an Access Diagram is provided as **Plan 5**.

### **4.3 Accessibility on Foot**

4.3.1 The site is exceptionally well located to encourage journeys on foot.

4.3.2 The site is located within an extensive pedestrian network, with street lit footpaths provided along both sides of Speke Road, the southern of which connects with the main pedestrian access point to the site. Pedestrian movements at all junctions are also supported by dropped kerbs, assisting access for all users.

4.3.3 North/ south pedestrian movements across Speke Road are very well served, with the western Speke Road arm of the junction with Horrocks Avenue providing controlled pedestrian crossing facilities across the eastbound carriageway, and with pedestrians able to cross the westbound carriageway with traffic movements.

4.3.4 To the west of the proposed site access footways are provided on Speke Road to serve pedestrian movements towards the Speke Road / Church Road / St Mary's Way signalised junction. This junction includes push button pedestrian provision on all four arms. From this junction pedestrian links are then provided to residential areas to the north and west of the site.

4.3.5 The Chartered Institution of Highways and Transportation document entitled 'Providing for Journeys on Foot' provides guidance on what are considered to be acceptable walking distances. Table 3.2 of the document states that the acceptable maximum walking distance for commuting trips is 2 kilometres, while the maximum distance for pedestrians to town centre facilities such as a foodstore is considered to be 800 metres.

4.3.6 In accordance with this guidance **Plan 6** demonstrates the 800 metre and 2 kilometre pedestrian catchments of the site. This plan demonstrates that the 800 metre catchment of the site encompasses a sizeable residential area of Garston including properties accessed off St Marys Road, Woolton Road and Russel Road. Meanwhile the site's 2 kilometre catchment includes the vast majority of Garston and areas of Cressington and Grassendale.

- 4.3.7 **Plan 6** therefore demonstrates that the site is ideally placed to encourage both retail and employment based trips to be undertaken on foot, with these trips supported by the comprehensive pedestrian infrastructure located in the vicinity of the site.

#### **SPD Accessibility Assessment – Access on Foot Section**

- 4.3.8 As seen in **Appendix B**, the development site is considered to score 4 points against a minimum score requirement of 2 points.
- 4.3.9 The development is therefore concluded to be suitably located to encourage journeys on foot and as such no further action in this respect is required.

#### **4.4 Accessibility by Bicycle**

- 4.4.1 An alternative mode of travel to the site would be achieved by bicycle.
- 4.4.2 The National Planning Policy Framework (NPPF) replaced all existing planning policy statements. However, the PPG 13 companion guide 'A Guide to Better Transport – Reducing the need to travel through land use and transport planning' has not been replaced by the NPPF and as such is still considered to provide relevant guidance. With respect to cycling this document states that *"the bicycle is an effective mode for short trips of up to 3 to 5 miles (5-8km)."*
- 4.4.3 With this in mind **Plan 7** displays a 5 kilometre cycle catchment from the site. This would equate to a journey of around 25 minutes using a leisurely cycle speed of 12 kilometres per hour, and based upon the above guidance this catchment represents the lower threshold of the potential cycle catchment of the site.
- 4.4.4 This plan illustrates that the 5 kilometre cycling catchment area encompasses the whole of Garston as well as areas of Mossley Hill, Dingle, Belle Vale, Gateacre and Hunts Cross.
- 4.4.5 The highway network in the vicinity of the site provides wide, well lit carriageways, with vehicle speeds on Speke Road relatively low. All these elements are conducive with providing a cycle friendly environment.

- 4.4.6 In addition reference to the Sustrans cycle map indicates that a traffic free route is provided on Horrocks Road, providing excellent north / south connectivity for cyclists towards residential areas of Allerton. This route also continues along the A561 Speke Road to the east of the site.
- 4.4.7 In addition, the traffic free cycle route on Horrocks Avenue connects with an on-road cycle route which operates on Island Road and Island Road South and provides connections towards Aigburth and Mossley Hill.
- 4.4.8 To encourage cycle trips to the site the development will provide 5 Sheffield cycle hoops for customers and 2 cycle hoops for staff. The customer provision will be conveniently located on the frontage of the store, with the staff provision located within the service yard.
- 4.4.9 The proposed development is therefore considered to be accessible by bicycle.

#### **SPD Accessibility Assessment – Access by Cycle Section**

- 4.4.10 With respect to cycle accessibility the development site scores 5 points thereby meeting the 'minimum' score requirement of the SPD's Accessibility Assessment.
- 4.4.11 It is therefore concluded that no improvements with respect to access by cycle are required.

#### **4.5 Accessibility by Bus**

- 4.5.1 The site is very well located for travel by bus, with a total of 10 bus stops located on Speke Road, Horrocks Avenue, Church Road and Bank's Road all within 400 metres of the site. To assist bus movements, dedicated north and southbound bus lanes are provided on Horrocks Avenue to the north of the Speke Road junction.
- 4.5.2 All these stops are accessible from the development via the existing pedestrian infrastructure in the vicinity of the site, and are also considered to be accessible based upon the guidelines quoted in the CIHT publication 'Planning for Public Transport in Development'.
- 4.5.3 The closest stops to the site are located on Speke Road. An eastbound bus stop is located directly opposite the site (a further eastbound stop is also located on Speke Road a short distance to the west), while the westbound stop is located only 100 metres from the site access. Both Speke Road stops include a shelter, seating and timetable information and on-carriageway bus box road markings.

4.5.4 A summary of the bus services which are within walking distance of the site is provided in **Table 4.1**.

Service No.	Route	Approximate Frequency (services per hour)					
		Mon-Fri				Sat	Sun
		AM Peak	Midday	PM Peak	Evening		
80/80A/80D/80E	Liverpool John Lennon Airport – Liverpool City Centre (Via Liverpool South Parkway)	3	3	3	3	4	2
82/82A/82B/82D	Liverpool – Speke (Via Garston)	10	10	10	3	4	4
86/86A/86D	Garston to Liverpool (Via Liverpool South Parkway)	4	5	5	5	4	4
166	Garston circular	1	1	1	1	1	1
167	Garston – Grassendale	2	2	2	2	2	0
188	Belle Vale – Liverpool South Parkway - Halewood	1	1	1	1	1	1
201	Royal Liverpool Hospital – Speke	1	1	1	1	1	1
266	Belle Vale – Liverpool South Parkway - Halewood	1	1	1	1	1	1
288	Belle Vale – Halewood - Garston	1	1	1	1	1	1

**Table 4.1: Bus Services Operating Within the Site Vicinity**

4.5.5 **Table 4.1** demonstrates that the services operating on Speke Road, Horrocks Avenue, Church Road and Bank's Road provide a total of 24 services during the weekday morning peak and 25 services during the weekday evening peak, as well as frequent services on weekends. These services provide links to major destinations including Liverpool City Centre, St Helens and Speke, together with local stops.

4.5.6 The range of bus service operating within a short walk of the site provide an excellent opportunity for both customers and employees to utilise this mode of travel, and therefore the site is concluded to be highly accessible by bus.

## 4.6 Accessibility by Rail

4.6.1 Liverpool South Parkway Station is located on Station Road approximately 1 kilometre to the southeast of the site. Services from Liverpool South Parkway station are operated by Merseyrail, and the station is accessible from the site via the existing pedestrian network along Horrocks Avenue and Woolton Road.

4.6.2 While the distance of the station from the site means it is unlikely customers would use this form of travel, it would provide an opportunity for employees to undertake linked commuting trips. In particular the opportunity exists for employees to undertake linked rail/ cycle journeys, with Merseyrail welcoming passengers with bikes and providing dedicated cycle storage areas at each end of their trains.

4.6.3 Rail service operated from Liverpool South Parkway Station are summarised in **Table 4.2** below.

Destination	Max. Frequency (Peak Periods) Monday to Friday	
	Frequency	Duration
Liverpool Lime Street – Birmingham New Street	30 minutes	1 hour and 35 minutes
Norwich – Liverpool Lime Street	30 minutes	5 hours
Hunts Cross – Southport	20 minutes	1 hour
Liverpool Lime Street – Scarborough	1 hour	3 hours
Manchester Oxford Road – Liverpool Lime Street	30 minutes	35 minutes

**Table 4.2: Rail Services Operating from Liverpool South Parkway Station**

4.6.4 **Table 4.2** demonstrates that frequent rail services are operated to Manchester Oxford Road, Birmingham New Street, Southport, Liverpool Lime Street and various other locations. More local stops accessible by rail include Cressington, Brunswick, Aigburth and Hunts Cross.

4.6.5 It is therefore considered that rail services offer a feasible alternative for employment based trips and as such the development site is concluded to be accessible by rail.

#### **SPD Accessibility Assessment – Access by Public Transport Section**

4.6.6 With respect to accessibility by public transport the SPD defines a minimum score requirement of 5 points. As the completed questionnaire in **Appendix B** demonstrates the development site meets this requirement.

4.6.7 This confirms that the site is well very well located to encourage trips by public transport and that no further action with respect to this mode of travel is required.

#### **4.7 Vehicle Access and Parking**

4.7.1 The SPD requires the development to secure a minimum score of 3 in this section.

4.7.2 The proposed development does not meet this score, however, it will provide safe access from Speke Road, can be adequately serviced, and would not affect the safety and convenience of pedestrians, cyclists or public transport users.

4.7.3 The proposed quantum of car parking also accords with the local authority's maximum car parking standards and has been discussed with officers from Liverpool City Council at pre-application stage. The development will also adopt a Travel Plan which will encourage customers and staff to use non-car modes of travel.

4.7.4 It is therefore concluded that no action is required to address the score shortfall in this regard.

#### **4.8 Framework Travel Plan**

4.8.1 To support and promote sustainable travel practices amongst staff and customers the applicant proposes a Travel Plan. A framework of this document is provided in **Appendix C**.

## **5 PROPOSED DEVELOPMENT**

### **5.1 Introduction**

5.1.1 This section outlines the development proposals for which planning consent is sought.

### **5.2 Built Development Proposals**

5.2.1 This Transport Assessment supports a detailed planning application for an A1 food retail use together with associated car parking.

5.2.2 The application proposes the development of a foodstore which will have a gross internal area of 1,045 sqm (11,249 sqft), of which approximately 833 sqm (8,971 sqft) will be sales area. The foodstore will be occupied by discount operator Netto.

### **5.3 Car Park Proposals**

5.3.1 To accompany the development it is proposed to provide a total of 65 car parking spaces, including 3 which will be designated for the use by the mobility impaired. The mobility impaired spaces will be located directly adjacent to the proposed foodstore entrance lobby.

5.3.2 Of this provision it is proposed that the 3 spaces in closest proximity to the service yard gates will include pop up bollards to ensure they are unoccupied out of store operating hours and therefore do not impede delivery vehicles.

5.3.3 The development will also provide 3 dedicated staff parking spaces which will be located within the service yard.

### **5.4 Access Proposals**

#### **Vehicle Access**

5.4.1 Vehicle access to the store is proposed via a new priority controlled junction with Speke Road. This junction is to be located approximately 80 metres to the west of the Speke Road/ Horrocks Avenue signal junction. The proposed junction includes a 7.1 metre carriageway width and provides visibility splays of 2.4 metres x 43 metres in both directions, in accordance with Manual for Streets guidance for 30mph roads.

- 5.4.2 The proposed site access junction is presented in **Plan 5**.
- 5.4.3 The red lined boundary of the site also includes a section of adopted highway which runs parallel to Speke Road and includes a turning head at the eastern end, as well as a short section of carriageway entitled Arthur Street. This adopted highway includes marked on street parking bays for 32 vehicles.
- 5.4.4 The full extent of the adopted highway within the application red lined boundary will be closed as a consequence of the development proposals, and vehicle access to the site will be no longer be achievable from the existing Speke Road access junction which serves the adjacent retail/ commercial properties.
- 5.4.5 The closure of this adopted highway will be subject to a separate stopping up order application.

#### **Servicing Vehicle Access**

- 5.4.6 Service vehicle access will also be achieved via the proposed priority junction, with a loading plinth located to the west of the building. Access to the service yard will be controlled by security gates.
- 5.4.7 The site access junction with Speke Road will include a hatched area on the eastern corner to assist delivery vehicle turning manoeuvres. Service vehicles will then undertake a turning manoeuvre in the car park before approaching the unloading plinth in a reverse gear. Service vehicles will then exit the site in a forward gear.
- 5.4.8 Servicing of the development will take place outside store opening hours.

#### **Pedestrian Access**

- 5.4.9 The development will include a dedicated pedestrian access from Speke Road to the east of the customer vehicle access. A zebra crossing will then be provided within the site to provide pedestrians with safe passage through the car park to the store entrance point.
- 5.4.10 A second pedestrian access will be provided on the western boundary of the site which will provide a link to the adjacent retail/ commercial premises. This pedestrian link will be located adjacent to the service yard gates and will include a DDA compliant ramp.

### **Cycle Access**

- 5.4.11 The development will provide a total of 10 customer cycle parking spaces which will be located in safe and convenient locations on the store frontage.
- 5.4.12 In addition the development will provide 4 staff cycle parking spaces which will be located within the service yard.

## 6 TRAFFIC IMPACT ASSESSMENT

### 6.1 Introduction

6.1.1 **Section 6** of this report provides a traffic impact assessment of the development proposals.

### 6.2 Baseline Traffic Flows

6.2.1 Baseline traffic flows for the local highway network have been obtained from traffic surveys which were undertaken by Signal Surveys on Thursday 1<sup>st</sup> October 2015 between 1600 and 1900 and on Saturday 3<sup>rd</sup> October 2015 between 1100 and 1600.

6.2.2 The traffic surveys were undertaken at the junctions of:

- Site Access/ Speke Road/ Lowbridge Court priority junction; and
- Speke Road/ Horrocks Avenue/ A561 Speke Road linked signalised junction.

6.2.3 From the traffic surveys the following peak hours were identified:

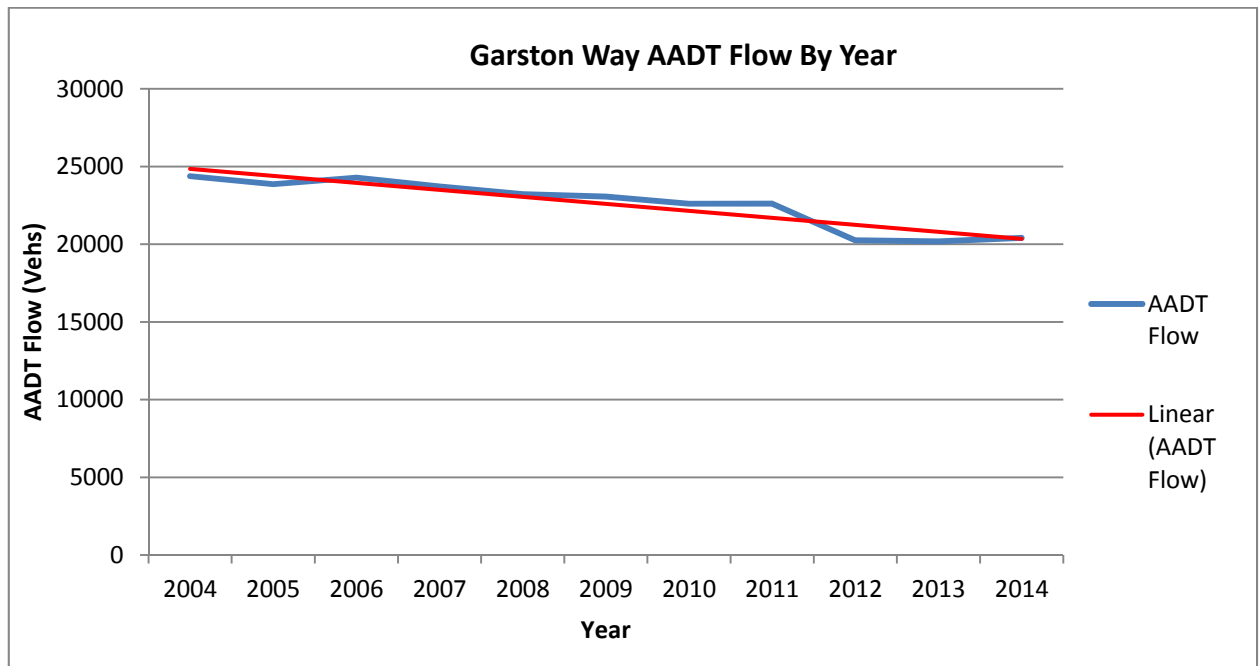
- Weekday PM peak hour: 1630 – 1730.
- Saturday peak hour: 1400 – 1500.

6.2.4 **Figure 1** and **Figure 2** present the 2015 Baseline peak hour flows for the PM and Saturday peak hours respectively. The flows are displayed in passenger car units (PCU's), which is the unit for analysis. The raw traffic survey data is contained in **Appendix D**.

### 6.3 Assessment Years

6.3.1 Department for Transport guidelines state that the traffic impact of development proposals should be considered for a scenario of five years post submission of a planning application. This equates to a 2020 future year.

6.3.2 However, a review of traffic flows on the Garston Way, as obtained from the DfT Matrix website, demonstrates that there has been no trend for traffic growth on the local road network, with traffic flows demonstrating an overall trend of gradual decline since 2004, and little change since 2012. This is presented graphically in **Figure 1** below with the full data provided in **Appendix E**.



**Figure 1: AADT Flows for Garston Way (2004 – 2014)**

6.3.3 Given the AADT flows on Garston Way clearly demonstrate that there is no underlying trend for growth on the local highway network, to apply both background traffic growth and traffic flows relating to the proposed development would essentially result in the double counting of traffic.

6.3.4 Therefore no background traffic growth has been applied in this assessment, and as such the 2015 Surveyed traffic flows have been adopted as being representative of 2020 Baseline traffic flow conditions.

#### **6.4 Existing Site Vehicular Trip Generation**

6.4.1 As previously noted the site is currently occupied by a single commercial/ retail unit, together with The Alexandra public house.

6.4.2 Both existing uses on the site are currently occupied and traffic flows generated by these uses will have been included in the October 2015 traffic surveys. Therefore to provide an accurate reflection of 'With Development' conditions the traffic flows relating to both existing uses should properly be removed from the local highway network.

6.4.3 However to provide a robust assessment, and thereby afforded the highways authority additional comfort regarding the conclusions of this report, traffic flows relating to both existing uses have been retained on the highway network.

## 6.5 Multi-modal Trip Generation

6.5.1 Trip rates for the proposed development have been calculated using the 'Retail/ Discount Foodstore' land use category in the version 7.1.3 of the TRICS database. This analysis has been undertaken using the following parameters, with the TRICS output files included in **Appendix F**.

- Retail;
- Discount Foodstores;
- Surveys undertaken between 2006 and 2012;
- Trip rates calculated based upon gross floor area (GFA);
- Sites in Greater London and Ireland removed;
- Multi-modal surveys only;
- Sites with equivalent levels of public transport accessibility (both bus and rail); and
- Average trip rates calculated.

6.5.2 It is noted that within these parameters the TRICS database only includes one weekend survey (in both the multi-modal and non-multimodal categories). However, this site is equivalent to the proposed development site in terms of both scale and location, and as such is still considered to provide a reliable basis on which to calculate the proposed developments vehicle trip rates.

### Pedestrian Trip Generation

6.5.3 The peak hours of pedestrian demand for the proposed discount foodstore have been calculated as being between 1200 and 1300 on a weekday and between 1400 and 1500 on a Saturday. The trip rates and trips are presented in **Table 6.1**.

	Average Trip Rate (trips/100m <sup>2</sup> )			Trips		
	Arr	Dep	Two-way	Arr	Dep	Two-way
<b>Weekday Peak Hour (1630-1730)</b>	1.512	1.600	3.112	16	17	33
<b>Saturday Peak Hour (1400-1500)</b>	5.742	5.496	11.238	60	57	117

**Table 6.1: Proposed Development Average Pedestrian Trip Rates and Trips**

- 6.5.4 As indicated above it is predicted that the proposed development will experience a pedestrian generation of 33 two-way vehicle trips during the weekday peak hour and 117 two-way vehicle trips during the Saturday peak hour.

#### **Cyclist Trip Generation**

- 6.5.5 The peak hours of cycle demand for the proposed discount foodstore on a weekday and Saturday have been calculated as 1700 to 1800 and 1500 to 1600 respectively. The trip rates and trips are presented in **Table 6.2**.

	Average Trip Rate (trips/100m <sup>2</sup> )			Trips		
	Arr	Dep	Two-way	Arr	Dep	Two-way
<b>Weekday Peak Hour (1700-1800)</b>	0.095	0.110	0.205	1	1	2
<b>Saturday Peak Hour (1500-1600)</b>	0.656	0.410	1.066	7	4	11

**Table 6.2: Proposed Development Average Cyclist Trip Rates and Trips**

- 6.5.6 As indicated above, it is predicted that the proposed development will generate a maximum of 2 cycle trips during the weekday peak hour and 11 cycle trips during the Saturday peak hour. It is considered that the Saturday peak hour cycle generation is likely to be a material overestimation of the development's generation by this mode of travel.

#### **Public Transport Trip Generation**

- 6.5.7 The peak hours of public transport demand for the proposed discount foodstore on a weekday have been calculated as 1000 - 1100 whilst on a Saturday the output demonstrates that there is no public transport demand. The trip rates and trips are presented in **Table 6.3**.

	Average Trip Rate (trips/100m <sup>2</sup> )			Trips		
	Arr	Dep	Two-way	Arr	Dep	Two-way
<b>Weekday Peak Hour (1000-1100)</b>	0.336	0.321	0.657	4	3	7
<b>Saturday Peak Hour (1200-1300)</b>	0.000	0.000	0.000	0	0	0

**Table 6.3: Proposed Development Average Public Transport Trip Rates and Trips**

6.5.8 As indicated above, it is predicted that the proposed development will generate a maximum peak hour generation of 7 public transport trips during the weekday peak.

6.5.9 It has been demonstrated that the proposed development site is extremely well located to encourage trips by bus, a total of 10 bus stops located within 400 metres walk of the site offering frequent services both during the week and at weekends. Therefore, contrary to the weekend TRICS analysis it is considered that the site will generate a proportion of trips by public transport modes.

#### **Vehicle Trip Generation**

6.5.10 As previously outlined the network peak hours have been calculated from the traffic surveys as being 1630-1730 for the weekday PM peak hour and 1400-1500 on a Saturday.

6.5.11 The TRICS derived vehicle trip rates, and corresponding trip generations are presented in **Table 6.4**.

	Average Trip Rate (trips/100m <sup>2</sup> )			Trips		
	Arr	Dep	Two-way	Arr	Dep	Two-way
<b>Weekday Peak Hour (1630-1730)</b>	3.039	3.4225	6.461	32	36	68
<b>Saturday Peak Hour (1400-1500)</b>	6.645	5.906	12.551	69	62	131

**Table 6.4: Proposed Development Average Vehicle Trip Rates and Trips**

6.5.12 **Table 6.4** indicates that the proposed development is predicted to generate 68 two-way vehicle trips during the weekday PM peak hour and 131 two-way vehicle trips during the Saturday peak hour.

## 6.6 Trip Types

- 6.6.1 The trips generated by the proposed discount foodstore as shown in **Table 6.4** will not all be entirely new to the network, rather a proportion of the trips would already be present and would simply be diverting from an existing trip on the local highway network to travel to the site.
- 6.6.2 Given the development's localised catchment, and strategic location within the context of Garston's highway network, it is not unreasonable to assume that a significant proportion of trips to the store during both the PM and Saturday peak hours will be linked trips (i.e. a diversion from an existing trip). These will occur as trips from Speke Road and the Speke Road / Horrocks Avenue junction.
- 6.6.3 In addition, a material proportion of the primary trips generated by the store will transfer from competitor stores in the locality, most notably the Asda supermarket located approximately 650 metres west of the site located on St Marys Road. These are referred to as primary transfer trips.
- 6.6.4 However, to provide a robust analysis no allowance will be made for the presence of primary transfer trips even though in practice such trips will substantially reduce the development's traffic impact.
- 6.6.5 The adopted trip type proportions, and corresponding development trips by trip type, are presented in **Table 6.5** below.

	Trip Type Proportions		Trips			
	PM Peak	Sat Peak	PM Peak		Sat Peak	
			Arr	Dep	Arr	Dep
<b>Primary Trips</b>	50%	50%	16	18	35	31
<b>Pass By Trips</b>	20%	20%	6	7	14	12
<b>Diverted Trips</b>	30%	30%	10	11	21	19
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>32</b>	<b>36</b>	<b>69</b>	<b>62</b>

**Table 6.5: Proposed Discount Foodstore Trips by Type**

## 6.7 Traffic Distribution

- 6.7.1 Primary trips have been distributed across the local highway network based upon the proportion of east and westbound traffic flows on Speke Road, and thereafter surveyed turning proportions. The resultant primary trip distribution is shown in **Figures 3** and **4** for the PM and Saturday peak hours.

6.7.2 Pass-by trips have been identified at the site access junction with Speke Road, with the distribution of trips again based upon the surveyed proportion of traffic travelling east and westbound.

6.7.3 Diverted trips have been assigned to the north, east and west arms of the Horrocks Avenue/ A561 Speke Road signalised junction, with the distribution of trips based upon the proportion of two-way traffic flows travelling from each direction. The resultant diverted trip distribution is shown in **Figures 5** and **6** for the PM and Saturday peak hours.

## **6.8 Proposed Development Trips**

6.8.1 The proposed development primary trips are presented in **Figure 7** and **Figure 8** for the PM and Saturday peak hours respectively.

6.8.2 The proposed development pass-by trips are presented in **Figure 9** and **Figure 10** for the PM and Saturday peak hours respectively.

6.8.3 The proposed development diverted trips are presented in **Figure 11** and **Figure 12** for the PM and Saturday peak hours respectively.

6.8.4 The primary, pass-by and diverted trips have then been combined to produce Total Development Trips. These are presented in **Figure 13** for the PM peak hour and **Figure 14** for the Saturday peak hour.

## **6.9 2020 Baseline 'With Development' Traffic Flows**

6.9.1 The 2020 Baseline 'With Development' traffic flow have been calculated by adding the total development traffic flows to the 2015 Surveyed flows (these being taken as representative of 2020 future year traffic flow conditions). The resultant PM and Saturday peak hour flows are presented in **Figure 15** for the PM peak hour and **Figure 16** for the Saturday peak hour.

## **6.10 Net Impact**

6.10.1 **Table 6.6** below presents the net impact of the proposed development across the local highway network.

	PM Peak				Saturday Peak			
	2020 Baseline	2020 Baseline with dev	Increase	Increase / min	2020 Baseline	2020 Baseline with dev	Increase	Increase / min
<b>Lowbridge Court Jn</b>	<b>554</b>	<b>571</b>	<b>17</b>	<b>0.3</b>	<b>490</b>	<b>524</b>	<b>34</b>	<b>0.6</b>
Lowbridge Court	13	13	0	0.0	14	15	1	0.0
Speke Rd E	234	243	9	0.1	202	218	16	0.3
Retail Park	32	32	0	0.0	38	38	0	0.0
Speke Rd W	275	283	8	0.1	237	254	17	0.3
<b>Horrocks Ave Junction</b>	<b>1584</b>	<b>1619</b>	<b>34</b>	<b>0.6</b>	<b>1444</b>	<b>1508</b>	<b>64</b>	<b>1.1</b>
Horrocks Avenue N	484	486	2	0.0	561	566	5	0.1
Speke Road	206	226	20	0.3	188	221	34	0.6
Horrocks Avenue S	894	907	13	0.2	694	720	26	0.4
<b>A561 Main Junction</b>	<b>3563</b>	<b>3574</b>	<b>11</b>	<b>0.2</b>	<b>2673</b>	<b>2691</b>	<b>19</b>	<b>0.3</b>
From Horrocks Ave	60	65	5	0.1	27	33	7	0.1
A561 Speke Rd E	2375	2381	6	0.1	1641	1652	11	0.2
A561 Speke Rd W	1128	1128	0	0.0	1005	1006	1	0.0
<b>A561 Priority Junction</b>	<b>1570</b>	<b>1576</b>	<b>6</b>	<b>0.1</b>	<b>1438</b>	<b>1469</b>	<b>31</b>	<b>0.5</b>
From Speke/Horrocks Av	512	521	9	0.1	484	521	37	0.6
A561 Speke Rd W	1058	1055	-3	0.0	954	948	-7	-0.1

**Table 6.6: Proposed Development Net Impact**

- 6.10.2 The results presented in **Table 6.6** demonstrate that during the PM peak hour the Horrocks Avenue junction with Speke Road is predicted to experience the greatest increase in traffic flow, however, this only equates to an increase of approximately 1 vehicle every two minutes across the junction as a whole, with a maximum increase of 1 car every three minutes on the Speke Road arm.
- 6.10.3 Turning to the Saturday peak hour the Horrocks Avenue junction with Speke Road is again predicted to experience the greatest increase in traffic flow. However, in this peak the predicted increase in flow still only equates to 1 additional vehicle per minute across the whole junction, with a maximum increase of only 1 car every two minutes on Speke Road.

6.10.4 Given the nature of the highway network in the vicinity of the site the increases in traffic flow suggested in **Table 6.6** are less than the network would be expected to experience through daily fluctuations in peak hour flows. On this basis the introduction of development traffic is predicted to have an immaterial impact upon the operation of the local highway network.

6.10.5 Furthermore it is reiterated that the traffic impact assessment has made no allowance for the likely transfer of trips from competitor stores to the proposed foodstore, nor the removal of traffic flows associated to the existing uses on the site. Both these factors would reduce the net traffic impact of the development compared to the results provided in **Table 6.6**, and as such the level of impact suggested in the table is considered a material over estimation of the development's actual traffic impact.

## 6.11 Junction Capacity Assessments

6.11.1 It has been robustly concluded that the proposed development would not generate a volume of traffic that would be expected to materially alter the operation of the highway network in the vicinity of the site.

6.11.2 As such junction capacity assessments have only be undertaken at the proposed site access junction with Speke Road. This model has been prepared using the PICADY 5 programme.

## 6.12 Speke Road/ Proposed Site Access Junction

6.12.1 The proposed site access junction on Speke Road has been assessed based upon the layout presented in **Plan 5**.

6.12.2 The junction has been assessed using the 2020 Baseline 'With Development' traffic flows, with the results of this analysis shown in **Table 6.7** and the full modelling output files included in **Appendix G**.

Movement	Weekday PM Peak		Saturday Peak	
	RFC	Q (pcu)	RFC	Q (pcu)
Site Access	0.091	0	0.156	0
Speke Road W	0.022	0	0.050	0

**Table 6.7: 2020 Baseline 'With Development' Traffic Flow PICADY Results**

6.12.3 The results of the PICADY assessment demonstrate that the proposed site access junction is forecast to operate well within capacity, with a maximum RFC of 0.091 recorded on the site access arm of the junction during the PM peak hour, and a maximum RFC of 0.156 during the Saturday peak hour, again recorded on the site access arm.

6.12.4 The results also demonstrate that proposed junction would not cause any material delay to the mainline traffic flow on Speke Road.

### **6.13 Impact upon Personal Injury Accidents**

6.13.1 **Section 2** of this report provided a review of accident data for the surrounding highway network. This concluded that there are no accident blackspots in the vicinity of the site.

6.13.2 The traffic impact assessment has demonstrated that the proposed development will not materially alter traffic flows on the local highway network compared with that experienced through daily flow fluctuations. The assessment has also demonstrated that the site access junction will operate within capacity.

6.13.3 On this basis it is concluded that there are no reasons to believe that there would be any worsening in highway safety in the vicinity of the site as a result of the development proposals.

## **7 CAR PARKING AND SERVICING**

### **7.1 Introduction**

7.1.1 **Section 7** of the report considers proposed car parking and servicing arrangements.

### **7.2 Car Parking Standards**

7.2.1 Car parking standards for Garston are set out in the Liverpool City Council's 'Ensuring Choice of Travel' SPD. This document is used in partnership with other Merseyside local planning authorities and Merseytravel in relation to car parking requirements for new developments.

7.2.2 Parking standards are provided in Chapter 4 of the SPD. For A1 food retail developments located in City and District Centres the standards allow a maximum of 1 parking space per 16 sqm. In the context of the proposed development's GIA of 1,045 sqm this equates to a maximum car parking provision of 65 spaces.

### **7.3 Proposed Car Parking Provision**

7.3.1 The proposed development is to provide a total of 65 car parking spaces, including 3 spaces for mobility impaired users. This provision is therefore fully in accordance with the Council's adopted standards.

7.3.2 Of the total parking provision it is proposed that 3 car parking spaces will be allocated for staff usage. These spaces will be located within the service yard of the store and only accessible via the service yard security gates.

### **7.4 Disabled Car Parking Provision**

7.4.1 Policy T3 of the SPD considers parking requirements for mobility impaired users. This states that developments with up to 200 parking spaces should provide 3 spaces, or 6% of total maximum standard, whichever is greater.

7.4.2 In the context of the proposed 65 car parking spaces this equates to a required provision of 3 spaces for mobility impaired users. Therefore the proposed mobility impaired parking provision is fully compliant with the Council's adopted policy.

## **7.5 Cycle Parking Provision**

- 7.5.1 With regards cycle parking Liverpool City Council's standards require a minimum of 1 secure covered space and locker per 300 sqm for staff, and 1 space per 200 sqm for customers. In the context of the proposed development this equates to 3 and 5 cycle parking spaces for the respective users.
- 7.5.2 The development will provide 4 staff cycle parking spaces and 10 customer cycle parking spaces. This provision is therefore in excess of the Council's minimum adopted standard. The development will also provide lockers for staff.

## **7.6 Servicing**

- 7.6.1 The proposed development is to receive deliveries from a maximum 16.5 metre articulated vehicle. It is anticipated that there will be 1 to 2 deliveries per day by this type of vehicle, with two further deliveries (bread and milk respectively) undertaken using smaller vehicles.
- 7.6.2 The service yard is to be located on the western side of the store, with vehicle access controlled by security gates. Delivery vehicles will enter the site via the proposed Speke Road site access junction, which will include a hatched area on the eastern corner to assist delivery vehicle turning manoeuvres.
- 7.6.3 Service vehicles will then undertake a turning manoeuvre in the car park before approaching the service yard and unloading plinth in a reverse gear. Service vehicles will then exit the site in a forward gear.
- 7.6.4 The proposed site access junction with Speke Road and internal site layout, have been assessed in the AutoTRACK programme using a 16.5 metre articulated vehicle. This analysis is presented in **Plan 8**.
- 7.6.5 It is proposed that the store receive deliveries outside opening hours. As previously outlined there are 4 car parking spaces which are located in the proximity of the service yard gates where bollards will be installed to prevent customers' vehicles parking in these spaces out of store opening hours. This will ensure that access to the service yard is unrestricted for delivery vehicles.

## **8 CONCLUSIONS**

### **8.1 Introduction**

8.1.1 Vectos have been commissioned by Netto to provide transport and highway advice to support a planning application for a Netto discount foodstore on an area of land to the south of Speke Road in Garston.

8.1.2 The planning application proposes the development of a foodstore with a gross internal area of 1,045 sqm (11,249 sqft) and a net sales area of 833 sqm (8,971 sqft). Customer access to the site is to be provided via a new priority junction with Speke Road.

8.1.3 The following conclusions can be drawn from the report:

- In accordance with planning policy guidance, which promotes sustainable development, the site has been demonstrated to be highly accessible on foot, by bicycle and by public transport. The development will provide new pedestrian links to Speke Road and the adjacent retail/commercial units, helping to encourage walking based trips, and will also include customer and staff cycle parking provision.
- To encourage travel by sustainable modes a Framework Travel Plan has been prepared.
- A review of historical collision data has demonstrated that there are no existing accident blackspots in the vicinity of the site. Based upon the findings of the traffic impact assessment it has been concluded that there is no reason to believe highway safety would be worsened as a result of the development proposals.
- A traffic impact assessment of the proposed development has been undertaken. Based upon the trip rate analysis it was forecast that the proposed development will generate 68 two-way vehicle trips during the weekday PM peak hour and 131 two-way vehicle trips during the Saturday peak hour. The traffic impact assessment explained that of these trips a high proportion will be linked trips already present on the local highway network.
- The traffic impact assessment concluded that the proposed development would result in an increase in vehicle trips across the highway network no greater than might be expected through daily fluctuations in flow. It was concluded that such an increase in traffic flows would have no material impact upon the operation of the local highway network.

- For this reason capacity assessments were only undertaken at the proposed site access junction with Speke Road. This assessment revealed that the proposed junction provides sufficient capacity to accommodate development related traffic and that there would be no disruption to through vehicle movements on Speke Road.
- The development is to provide 65 car parking spaces, including 3 mobility impaired spaces. This provision fully accords with Liverpool City Council's adopted car parking standards.
- The foodstore will be serviced using maximum 16.5 metre delivery vehicles. It has been demonstrated that all required vehicle movements could be safely undertaken.

## **8.2 Transport Assessment Conclusions**

- 8.2.1 The development site is in a highly sustainable location, with infrastructure to be provided in conjunction with the development to encourage staff and customer travel by sustainable modes. The development proposals would not have a detrimental impact upon either the operation or safety of the local highway network, and car parking has been provided in accordance with local authority guidance.
- 8.2.2 The National Planning Policy Framework states that "Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe".
- 8.2.3 This report has demonstrated that the residual cumulative impacts of the proposed development would not be severe, and therefore in accordance with NPPF guidance there are no reasons why the planning application should be refused on highway or transportation grounds.

## PLANS



# PLAN 1

Legend  
▲ Site location

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and is intended for illustrative purposes only.

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CLIENT:

Netto

PROJECT TITLE:

Netto, Garston

DRAWING TITLE:

Site Location (Wider Context)

SCALE:  
1:50,000 at A3

DRAWN: PJ CHECKED: RW DATE: 23.Oct.15



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DRAWING NO:  
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REVISION:

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# PLAN 2



CLIENT:

**Netto**

DRAWING TITLE:

**Site Location (Local Context)**

PROJECT TITLE:

**Netto, Garston**

DRAWN:

PJ

CHECKED:

ER

DATE

30.Sept.15

SCALE:

N.T.S.

DRAWING NO:

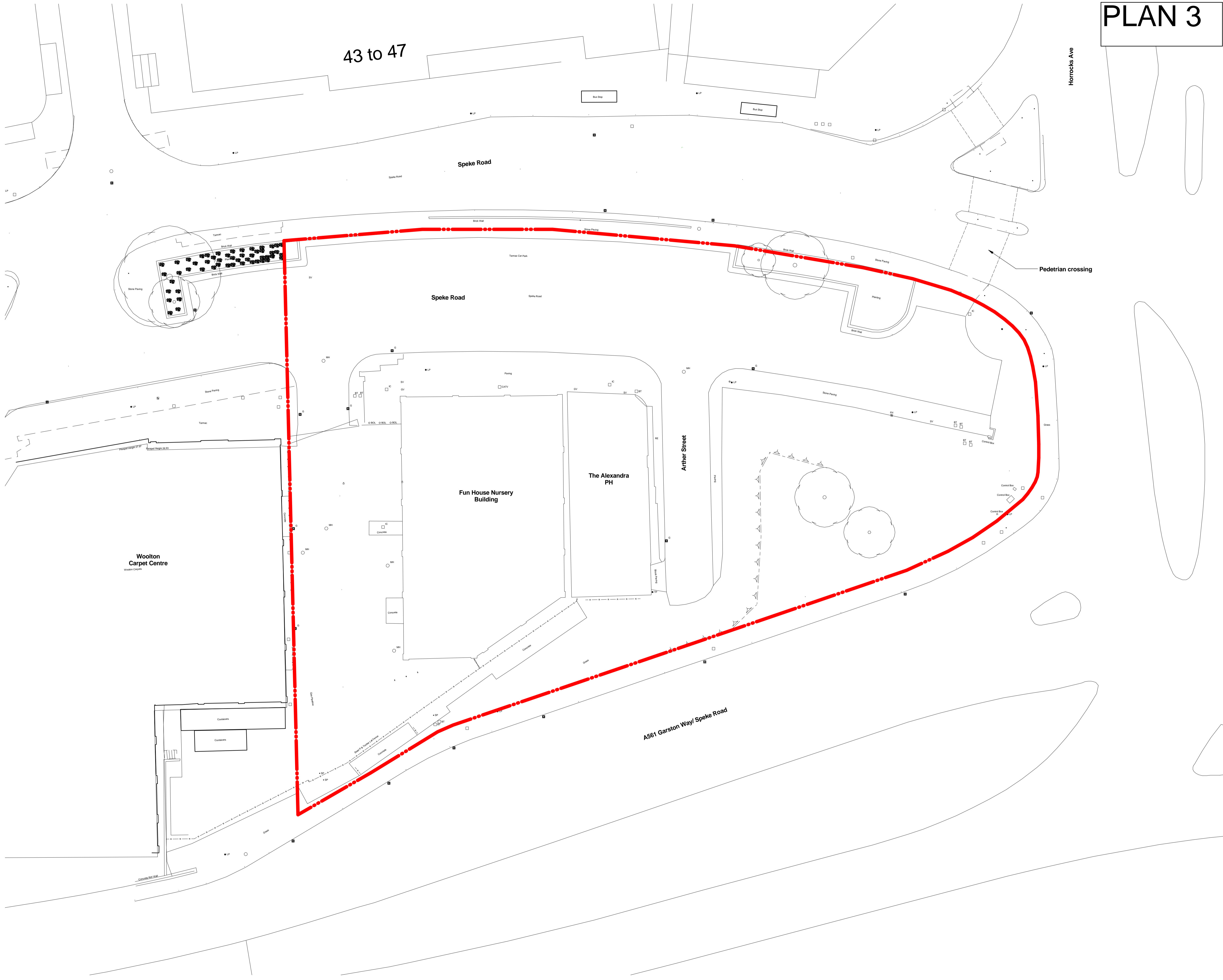
VN50523-100

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# PLAN 3

NOTES

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DO NOT DIMENSION FROM THIS DRAWING.

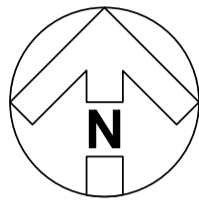
PROPOSED LEVELS SUBJECT TO DESIGN DEVELOPMENT.

DRAINAGE STRATEGY & RAIN WATER PIPES SUBJECT TO DESIGN DEVELOPMENT.

THIS DRAWING CONSISTS OF THE FOLLOWING THIRD PARTY INFORMATION & DRAWINGS:-

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Topographical Survey by Premier Design Surveys, drawing: 2972-1, dated 07/09/2015. Received via email: 09/09/15.



0 5 10  
m  
1:200

REVISION: \* BY: DJW CHECKED: LARB DATE: 01/10/2015  
Planning issue.

## INFORMATION

PLOT DATE: 01/10/2015 12:27:00



CLIENT:

Garston, Speke Road, Liverpool

PROJECT:

Existing Site Plan

DRAWING: SCALE: CREATOR: DATE:  
DRAWN BY: DJW 1 : 200 @ A1 Oct 2015

Hadfield Cawkwell Davidson

Broomgrove Lodge, 13 Broomgrove Rd, Sheffield, S10 2LZ T 0114 266 8181 www.hcd.co.uk

Architecture | Engineering | Interior Design | Masterplanning | Urban Design

JOB NO: DRAWING NO: REV:

2015-101 | A-PL-102 | \*

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HCD

# PLAN 4

NOTES

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PROPOSED LEVELS SUBJECT TO DESIGN DEVELOPMENT.

DRAINAGE STRATEGY & RAIN WATER PIPES SUBJECT TO DESIGN DEVELOPMENT.

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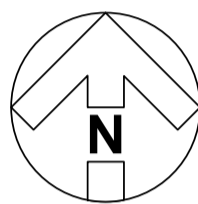
Topographical Survey by Premier Design Surveys, drawing: 2972-1, dated 07/09/2015. Received via email: 09/09/15.

National Grid drawing, map reference:- SJ4084, dated 08/06/2015. HCD received via email on 07/08/15.

SP Energy Networks drawing, map reference:- 340,622 384,400, dated 07/08/2015. HCD received via email on 11/08/2015

Openreach drawing, BT ref:- EZG01106Y, map ref:- SJ4062484418, dated 06/08/2015. HCD received via email on 07/08/2015

United Utilities, Commercial DW Sewer & Water Record, UU ref:- 1129722 - drainage & water sewerage. HCD received via email 11/08/2015



0 5 10

m

1:200

Foodstore Areas		
Sales Area	833 m <sup>2</sup>	8971 ft <sup>2</sup>
GIA	1045 m <sup>2</sup>	11249 ft <sup>2</sup>
GEA	1107 m <sup>2</sup>	11916 ft <sup>2</sup>
Car Parking Numbers		
Customer	59	
Disabled	3	
Staff	3	
Grand Total (incl. staff): 65		

REVISION A BY: AJB CHECKED: LARB DATE: 19/10/2015

Timber lattice fence and roadside advertising billboards added to boundary with Speke Road A561.

REVISION B BY: DJW CHECKED: LARB DATE: 01/10/2015

Planning issue.

## INFORMATION

PLOT DATE: 19/10/2015 16:10:57



CLIENT:

Garston, Speke Road, Liverpool

PROJECT:

Proposed Site Plan

DRAWING: DJW SCALE: 1:200 @ A1 CREATION DATE: Oct 2015

Hadfield Cawkwell Davidson

Broomgrove Lodge, 13 Broomgrove Rd, Sheffield, S10 2LZ T 0114 266 8181 www.hcd.co.uk

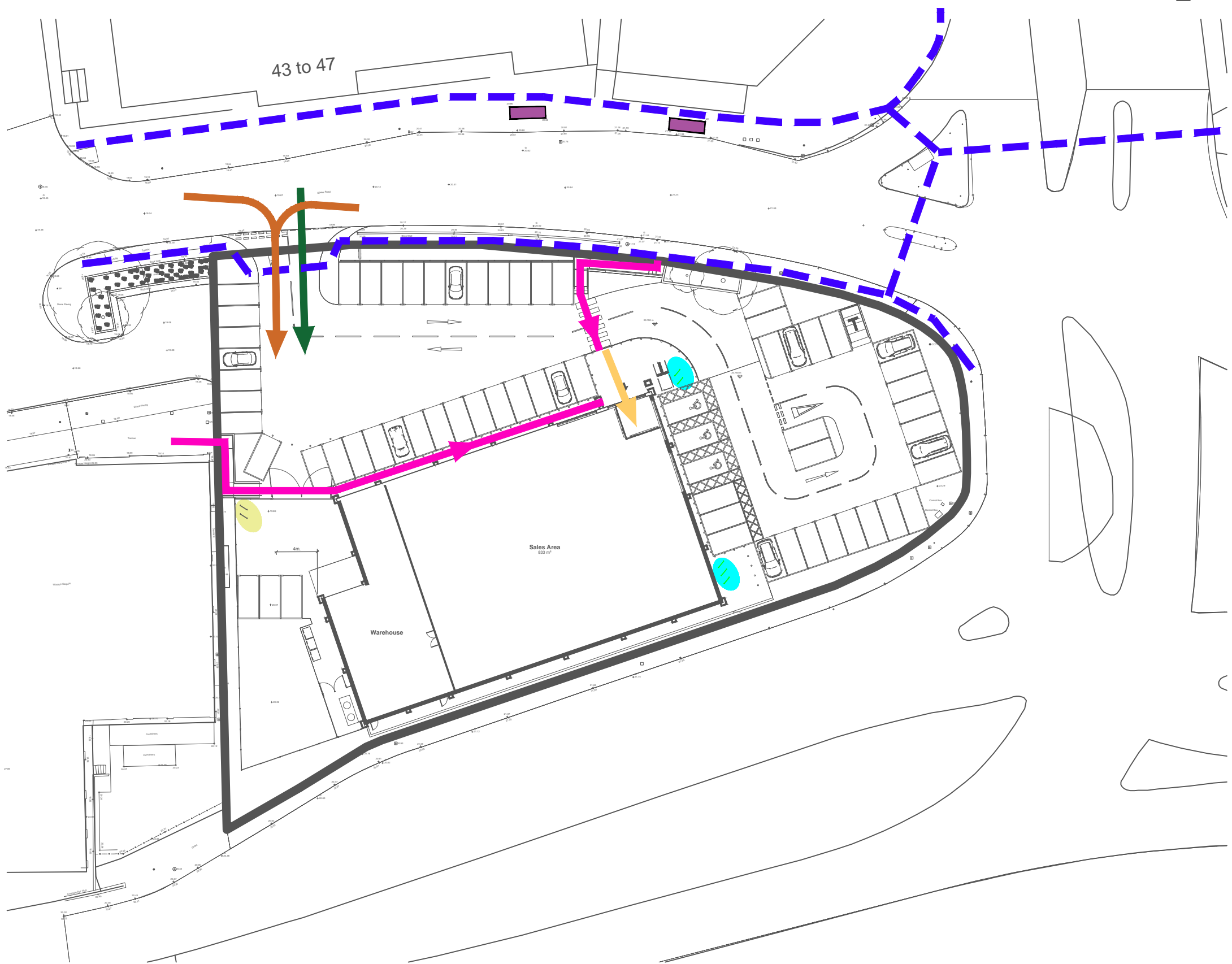
Architecture | Engineering | Interior Design | Masterplanning | Urban Design

2015-101 | A-PL-103 | A

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PLAN 5



Notes:  
1. This is not a construction drawing and is intended for illustrative purposes only.  
2. White lining is indicative only.

- Pedestrian Desire Lines
- Vehicle Access
- Pedestrian Access
- Store Entrance
- Service Vehicle Access
- Existing Bus Stop
- Proposed Cycle Parking
- Proposed Staff Cycle Parking

REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:  
**Netto**

PROJECT:  
**Speke Road, Garston**

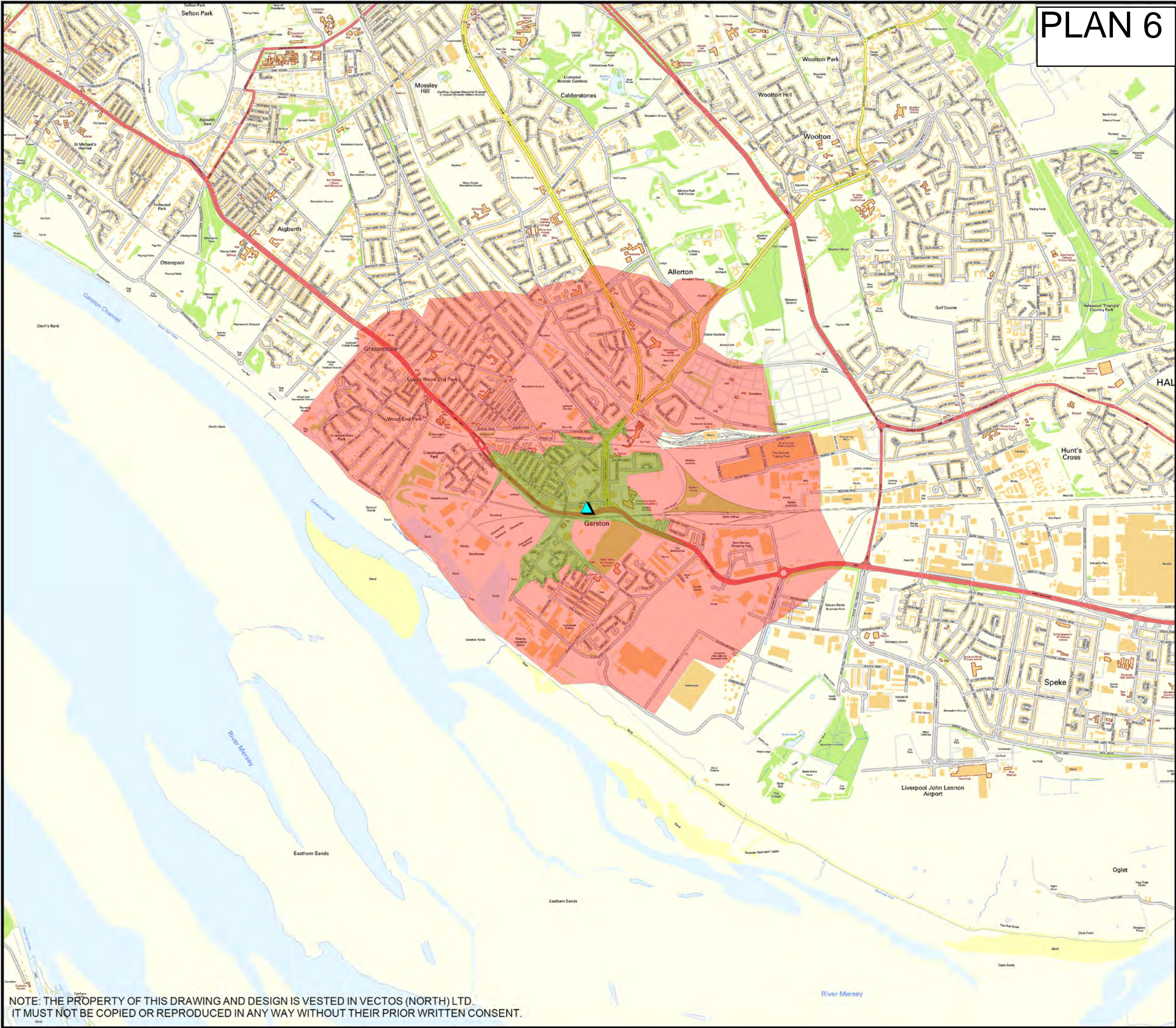
DRAWING TITLE:  
**Access Diagram**

SCALES:  
**1:500 at A3**

DRAWN: PJ	CHECKED: ER	DATE: 13.Oct.15
-----------	-------------	-----------------

3rd Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ  
0161 228 1008  
e: manchester@vectors.co.uk

DRAWING NUMBER: <b>VN50523-100</b>	REVISION: .
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PLAN 6

Legend



Site locaion



800m Catchment



2km Catchment

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CLIENT:

Netto

PROJECT TITLE:

Netto, Garston

DRAWING TITLE:

800m & 2km Pedestrian  
Catchment

SCALE:

1:25,000 at A3

DRAWN:

PJ

CHECKED:

RW

DATE:

06.Oct.15



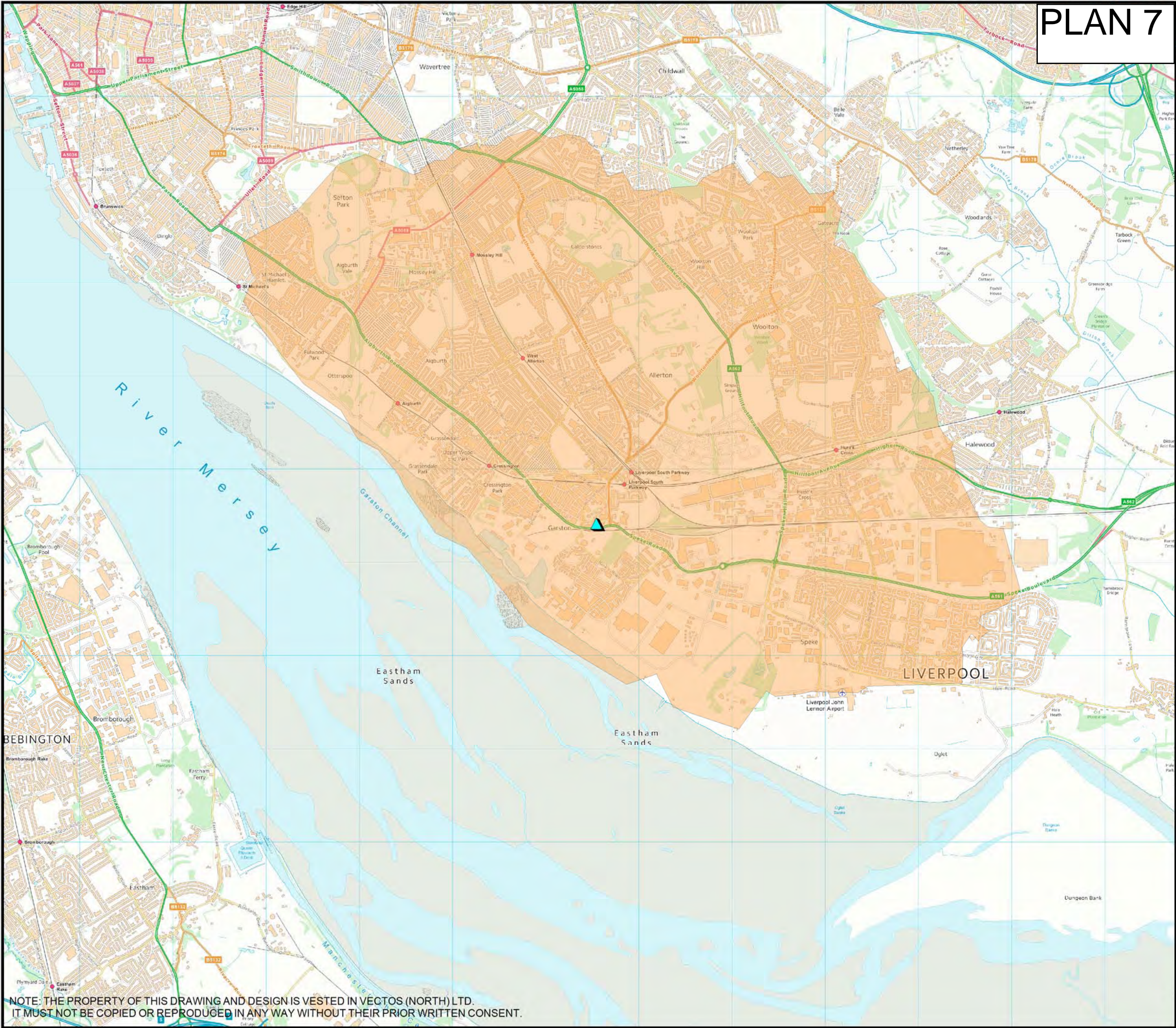
Oxford Place, 61 Oxford Street, Manchester M1 6EQ  
t:0161 22801008 e:manchester@vectos.co.uk

DRAWING NO:

VN50523-102

REVISION:

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# PLAN 7



Site locaion



5km Catchment

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CLIENT:

**Netto**

PROJECT TITLE:

**Netto, Garston**

DRAWING TITLE:

**5km Cycle Catchment**

SCALE:

**1:50,000 at A3**

DRAWN:

PJ

CHECKED:

RW

DATE:

06.Oct.15



Oxford Place, 61 Oxford Street, Manchester M1 6EQ  
t:0161 22801008 e:manchester@vectos.co.uk

DRAWING NO:

**VN50523-103**

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REV.	DETAILS	DRAWN	CHECKED	DATE
1				

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

Netto, Garston

Proposed Site Access Junction  
With 2.4m x 43m Visibility Splay

DRAWN: PJ	CHECKED: RW	DATE: 26.Oct.15	SCALES: 1:250 at A3
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Netto



transport planning specialists

4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ  
0161 228 1008  
e: manchester@vectos.co.uk

DRAWING NUMBER: VN50523-101	REVISION: -
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